

COPIES OF LETTERS
July 1st 1946- December 31 46

July 3, 1946

Leo Arany,
Baker, Oregon.

Dear Leo:

The last I heard of you, you were located at Baker and I am wondering if you are still there.

The Port of Astoria is about to have the Clatsop Airport returned to us for commercial and civilian flying and it will be entirely up to the Board of Commissioners of the Port to determine just how we will handle it from our standpoint. As you undoubtedly know we now have a wonderful Airport here and we are about to receive an interim permit for our use between now and the time it is declared surplus.

We have many many applications to handle the field but I am just writing you to see if you are still at Baker in case I wanted to get in touch with you. Please do not take this letter as any encouragement in case you should be interested as I do not know at the present time how the matter may be handled.

Sincerely yours,
PORT OF ASTORIA,

By _____

Manager

RRE:wd

Charge to the account of _____

\$ _____

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
GRAM	ORDINARY
LETTER	URGENT RATE
AL	DEFERRED
NIGHT	NIGHT LETTER
GRAM	SHIP RADIOGRAM
IAL	
SERVICE	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

ASTORIA OREGON
JULY 8 1946

AUTOMATIC SPRINKLERS OF THE PACIFIC INC.
5508 ALHAMBRA AVENUE
LOS ANGELES CALIFORNIA

RE YOUR QUOTATION TO US DATED JUNE 26th LAST WE WILL NOT REQUIRE ACCELERATORS
OR CIRCUIT CLOSERS DOES THIS CONFIRM YOUR PRICE \$5740.90 F.O.B. ASTORIA
PLEASE WIRE TOMORROW A.M.

PORT OF ASTORIA
R. R. BARTLETT, MANAGER

RRB:WD
4PM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one unrepeat message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeat message and paid for as such, in consideration whereof it is agreed the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeat rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic telegraph or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown on the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of more than 5,000 inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office; in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office through the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the date of the filing with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS

A service to ships at sea, in all parts of the world. Plain language or code language may be used.

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-letter groups, at a lower rate.

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS

Overnight plain-language messages.

URGENTS

Messages taking precedence over all other messages except government messages.

CABLE SERVICES

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT—	—	—	—	—	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words	—	—	—	—	35¢
LOCAL CITY TELEGRAMS —	—	—	—	—	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT

Christmas	New Year	East
Valentine's Day	Mother's Day	Father's
Jewish New Year	Thanksgiving	

CONGRATULATIONS ON

Anniversaries	Weddings
Birthdays	Commencement
Birth of a Child	

MISCELLANEOUS

Bon Voyage telegrams "Pep" telegrams
Kiddigrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

October 26, 1946

"Automatic" Sprinklers of the Pacific, Inc.
5508 Alhambra Avenue,
Los Angeles, California

Attention: Mr. Carl O. Gustafson

Dear Sir:

I was of the opinion that I wrote you regarding the automatic sprinkler valves and that the order was placed with the Globe people on the lowest bid. I have been ill since and it may be that I overlooked notifying you however the valves have been received and are installed. I regret the fact that if I neglected to advise you that you may have been caused some inconvenience.

Very truly yours,
PORT OF ASTORIA,

BY

Manager

RRB:wd

September 23, 1946

Mr. Roy C. Baker, General Agent,
S. P. & S. Railway Co.,
Astoria, Oregon

Dear Mr. Baker:

We are entering into a lease with the Coast Distributing Co. of Astoria, Oregon for the rental of the building known as the Bioproducts Building, located on the Portway Street directly north and adjacent to the right-of-way of the S. P. & S. Railway Co.

The arrangements for the lease have been completed with the exception of signatures and we are quite anxious to cooperate with them and the railroad company in securing for them a siding as will permit them to unload their bottled products along side the building. We trust that you and your engineering department will be able to work out a plan whereby you can rearrange sidings to permit them to unload direct from car to building over a portable truck way.

Should a half a dozen additional rails be required, the Port of Astoria has on hand some sixty and seventy pound rail and we will be glad to cooperate with you in furnishing a portion of the rail should it require any material beyond your right-of-way.

Trusting you will be able to work out something of this kind for the Coast Distributing Company, we are,

Sincerely yours,
PORT OF ASTORIA,

By _____

Manager

July 17, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Re: Fireman's Fund Policy 109213
Tug "S. W. Lovell"

Dear Mr. Lively:

Mr. TenBrook has asked me to advise you that the "S. W. Lovell", during the last policy year was layed up with the dredge between the following dates, August 28th to November 26, 1945; January 8th to June 7, 1946. In accordance with the policy, a returned premium is due the Port and we will appreciate it if you will find out the amount and let us know as soon as possible.

We have not yet heard how much credit was allowed on Policy No. 109206 for time that the "Natoma" was layed off during the past year and about which we wrote you on June 14th.

About a week ago you phoned and asked for a copy of our agreement with the Navy for the joint operation of the Port's Airport. All copies of this agreement have been sent to Naval Headquarters in Seattle and our copy had not yet been returned. Just as soon as we receive it, a copy will be mailed to you.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 2, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon

Attention: Mr. K. V. Lively

Dear Mr. Lively:

Re: Firemen's Fund Policies 109213 and 109213-A

We are in receipt of your credit memos for return premiums due on account of lay-up time by the "S. W. Lovell".

It appears to us that an error has been made in figuring the credit as it has been computed on a basis of eight periods while we think that it should be nine periods. The dates of lay-up are as follows:

August 28th to Nove. 26th 1945, inc.	-- 3 periods
Jan. 8th to June 7, 1946	-- 6 periods

According to our calculating machine, the return premium on Policy No. 109213 should be \$1203.69 and on No. 109213-A it should be \$90.52.

Will you please check this and if you find we are correct, take it up with the Firemen's Fund and forward us new memos for the corrected amount.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 19, 1946

Bates, Lively & Pearson,
Yoon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Re: Fireman's Fund Policies,
109213 and 109213-A
"S. W. Lovell"

Dear Mr. Lively:

This is to advise that during the policy year of the above numbered policies which expired July 7, 1946, the Tug "S. W. Lovell" was laid up for the following periods:

August 28th to November 26, 1945, incl.
January 8th to July 7th, 1946, incl.

Please convey this information to the Fireman's Fund Insurance Co. and request an adjustment in the return premium due the Port on these policies.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 21, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland 4, Oregon.

Dear Mr. Lively:

In reply to your letter of August 19th, we wish to advise that our copy of the agreement with the Navy for the operation of the airport has not yet been returned to us.

The Navy has turned over to the Port two sections in Pier Three and we are now using this part of the pier for the storage of canned fish. This is the only part of Piers Two or Three which we are using but we will perhaps be able to get additional space on Pier Three within the next month if we need it. We have a receiving clerk on duty during the day and have watchmen at all times that he is not on the pier.

I do not know of anything that requires attention this week but if possible for you to come down next week, we shall be glad to discuss our insurance with you. It is possible that we may wish to make arrangements to insure some buildings at the airport which the Navy may turn over to us and will talk this over with you at that time.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

September 16, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

RE: Western National Indemnity Policy XCA-3021

Dear Mr. Lively:

This will acknowledge receipt of your letter of September 12th enclosing an endorsement to the above policy covering accidents at the Clatsop Airport. We have made a note to send you a copy of our agreement with the Navy for the operation of the Airport just as soon as it is returned to us by the Navy.

A few days ago we requested permission from the Navy to use the control tower at the air field. If this permission is granted, we shall want to place some insurance on the building and at that time will perhaps take it up with one of the local agents and ask him to write it in one of your companies.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

Sept. 19, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Re: Aetna Bond No. 42 S 6008

Dear Mr. Lively:

Mr. Z. Tetlow has been employed by
the Port as Wharfinger for Pier Three and we
wish his name added to the list of Port Employees
who are covered for \$2500 under our Aetna Fidelity
Schedule Bond.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

October 25, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland 4, Oregon.

Attention: Mr. K. V. Lively

RE: Empire State 50103
Airport Control Building

Dear Karl:

Since you were here last week, I have had a chance to talk to the officer in command of the Naval Air Station here and have been informed that the Navy has removed all of their equipment from the control tower. As the Port has no equipment in the building, the ten thousand dollars (\$10,000.00) coverage under the above policy is not necessary and we would like to have the policy reduced to just the \$15,000.00 on the building.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

October 29, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

RE: AIRPORT LIABILITY

Attention: Mr. K. V. Lively

Dear Karl:

We have filled in as best we could the application in connection with the Liability Policy on the Airport. It is very difficult at this time to answer many of the questions intelligently as there is not yet a real operation at the field. There are about twelve private planes that are using the field but no real flying schools have started yet.

The story you saw in the Oregonian about Mr. Baker and the West Coast Airlines must have been misleading. This company expects to start operating on November 15th and will have four planes a day through Astoria, all of which of course will land and take off from the airport. Mr. Baker is their local representative but they will have nothing to do with running the field unless the Port would hire Mr. Baker on a part time basis to be their representative at the field as well as West Coast Airlines. We do not have any employees at the field yet and I would suggest that another application be sent to us which we might fill out in another month or two more intelligently than we are able to do at present.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

November 23, 1946

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: O. Walgraeve

RE: Empire State #50103 \$25,000 on Airport Control Bldg.
and Equipment therein Port of Astoria, Astoria, Oregon.

Dear Sir:

We have signed and are enclosing the endorsement
cancelling \$10,000.00 on the equipment covered by the
above policy. Please pardon our oversight in not returning
these to you when they were first mailed to us on Nov. 5th.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

December 5, 1948

Bates, Lively & Pearson,
Yeon Building,
Portland 4, Oregon.

Attention: Mr. P. M. Lively

Re: Clatsop Airport

Dear Mr. Lively:

We have your letter of November 22nd regarding liability insurance for the Clatsop Airport and wish to apologize for not replying sooner.

The application form of the Associated Aviation Underwriters which was sent to us by Mr. K. V. Lively was filled in and returned with our letter of October 29th. We were informed that either our letter or a copy of it, together with the application, was turned over to the general agents who have the insurance and that the matter had been taken care of until such time as the Navy move their men from the Airport and we have the full responsibility.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 19, 1946

George Black & Co.,
Selling Building,
Portland, Oregon.

Gentlemen:

In reply to your letter of August 11th, we wish to advise that, the Commissioners are expecting your firm to make the audit of the Port's books for the year ending June 30, 1946. We are not quite ready for the audit but will be not later than the first of September. If you will send the required contract, it will be executed for the Port and we can then let you know when the books will be ready.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 24, 1946

George Black & Co.,
Selling Building,
Portland, Oregon

Gentlemen:

The contract which was mailed to us in your letter of August 21st has been signed by Mr. Lovell and Mr. Bartlett and two copies are returned herewith.

The Port's books will be ready anytime after September 1st, however the writer expects to be away on September 4th, 5th and 6th but any other time you wish to send a representative will be satisfactory.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:WD
Enc.

September 11, 1946

George Black & Company
504 Selling Building
Portland 5, Oregon

Dear Sirs:

In connection with your examination of the accounts of Port of Astoria as at June 30, 1946, we hereby make the following statements and representations to the best of our knowledge and belief concerning items appearing on the Balance Sheet of the Port as at that date.

Accounts Receivable:

The accounts receivable aggregating \$38,590.45 represent valid claims against customers and other debtors for bona fide transactions completed prior to the close of business on June 30, 1946 and were not subject to reduction for discounts, transportation charges, price adjustments or other deductions not provided for on the Port's records.

No reserve is believed to be necessary to provide for any losses that may be sustained in collecting the accounts receivable from customers and others at June 30, 1946.

Inventories:

The quantities included in the inventories of supplies, aggregating \$910.39 at June 30, 1946 were determined by actual count, weight or measurement as at the close of business on that date by competent employees under the supervision of an official of the Port. The inventory was the unencumbered property of the Port and included no material held on consignment from others, material pledged as collateral nor items billed by the Port to others prior to June 30, 1946. The inventory included no items not paid for or for which the liability had not been taken into account and was subject to no liens, or encumbrances for duties, taxes, etc. which had not been taken into account.

9-11-46

Capital Assets:

All charges to fixed-asset accounts represent actual additions at cost. Assets sold, dismantled or abandoned have been properly eliminated from the accounts.

The Port has title to all property included in the fixed-asset accounts and there are no liens or encumbrances.

The properties are maintained in an efficient working condition and are all being utilized in current operations.

All properties included in the fixed-asset accounts have been paid for or liability therefor taken up on the books.

Liabilities:

All known liabilities of the Port at June 30, 1946 have been recorded as of that date and there were no contingent liabilities such as pending lawsuits or claims against the Port's customers' or others' notes discounted or endorsed for accommodation, repurchase agreements or of any other nature for which provision had not been made.

We know of no other matters not called to the attention of your representative which would effect the financial statements of the Port of Astoria at June 30, 1946.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

July 9, 1946

Mr. W. J. Brooks,
County Clerk of Clatsop County,
Astoria, Oregon.

Dear Sir:

This is to notify you that the Commissioners of the Port of Astoria, in accordance with legal advertisement, met as a Levying Board at 7:30 p.m., July 9, 1946, for the discussion of the tax levy of the Port of Astoria with the taxpayers of the Port District. A copy of the resolution levying the tax for the fiscal year beginning July 1, 1946 and ending June 30, 1947, is attached hereto.

Please accept the attached resolution as instructions from the Port of Astoria Commission to include the levy of \$150,000.00 to be collected for the Port of Astoria in the general levy to be made.

Very truly yours,
PORT OF ASTORIA,

By _____
Secretary

MJJ:wd
enc.

to the account of

\$

OF SERVICE DESIRED	
TIC	CABLE
☐	ORDINARY
☐	URGENT RATE
☐	DEFERRED
☐	NIGHT LETTER
☐	SHIP RADIOGRAM

Should check class of service otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

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WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

WASHINGTON, D. C.
JULY 12, 1946

BARTLETT, MANAGER
OF ASTORIA, OREGON

FURTHER REFERENCE YOUR REQUEST THAT PORT NOT BE MADE RESPONSIBLE FOR NAVAL PROPERTY AND
MOVEMENTS ON GOVERNMENT OWNED PROPERTY WHICH IS ADJACENT TO PROPERTY OWNED BY PORT AND
ED TO GOVERNMENT AND PLEASED TO ADVISE YOU I HAVE JUST RECEIVED FOLLOWING ADVISE FROM
AU OF YARDS AND DOCKS QUOTE THERE HAS BEEN DRAFTED BY THIS BUREAU A NEW REVOKABLE PERMIT
IDING FOR THE PORT OF ASTORIA'S USE OF ONLY THAT PART OF THE AREA WHICH IS OWNED BY THE
THE NEW PERMIT HAS BEEN FORWARDED TO THE COMMANDER OF NAVAL AIR BASES THIRTEENTH NAVAL
RICT TO BE DELIVERED TO THE PORT FOR EXECUTION OF THE INSTRUMENT THUS THE GOVERNMENT OWNED
ION OF THE AIRPORT WILL NOT BE THE RESPONSIBILITY OF THE PORT BUT WILL REMAIN AT THE
RNMENTS RESPONSIBILITY UNQUOTE

REGARDS

GUY CORDON USS

PORT OF ASTORIA
R R BARTLETT MANAGER

ROBERT B PARKMAN
SECRETARY TO SENATOR CORDON

20PM

WITH URGENT REQUEST THAT EVERY POSSIBLE CONSIDERATION BE GIVEN YOUR
QUEST SHALL FOLLOW UP ON MATTER AND KEEP YOU ADVISED

ROBERT B PARKMAN
SECRETARY TO SENATOR CORDON

OPM

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4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown in the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company, in cities or towns of more than 5,000 inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located.
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Valentine's Day	Mother's Day	Father's Day
Jewish New Year	Thanksgiving	

CONGRATULATIONS ON

Anniversaries	Weddings
Birthdays	Commencement
	Birth of a Child

MISCELLANEOUS

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Kiddiegrams (No 35¢ rate)	

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

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	ORDINARY
	URGENT RATE
	DEFERRED
	NIGHT LETTER
	SHIP RADIOGRAM
could check class of service otherwise the message will be omitted as a telegram or ordinary cablegram.	

COPY OF WESTERN UNION TELEGRAM

NIGHT LETTER

FOR GUY CORDON
TE HOUSE
INGTON, D. C.

SENATOR: WE ARE ABOUT TO LOOSE AND URGENTLY REQUEST THAT YOU ASSIST US IN RETAINING RADIO RANGE STATION NOW INSTALLED AT CLATSOP SPIT WHICH HAS BEEN IN USE BY THE NAVY DURING THE WAR PERIOD THIS STATION IS KNOWN AS YA2 RADIO LOCALIZER IDENTIFICATION LETTERS AND CONVERSION KIT STOP ON ACCOUNT OF FREQUENTLY LOW CLOUDY WEATHER HERE IT IS IMPERATIVE PILOTS HAVE THE RADIO BEAM TO APPROACH LANDING STRIPS STOP THE WEST COAST AIR LINES WHO A SCHEDULED ROUTE APPROVED BY THE CAB INCLUDING ASTORIA AS A STOP CONSIDER IT ABSOLUTELY NECESSARY FOR SAFE OPERATION STOP WE HAVE AGREED TO PAY COST OF POWER AND EXTRA MAINTENANCE AMOUNTING TO APPROXIMATELY NINE HUNDRED DOLLARS PER ANNUM WHICH WE WERE ADVISED WOULD BE THE COST OF OPERATION THIS IS OF VITAL IMPORTANCE TO OUR AIR BASE WILL YOU CONTACT BUREAU OF NAUTICS AND DO WHAT YOU CAN TO CONTINUE THIS RADIO RANGE STATION SO THAT PILOTS MAY BE ABLE TO USE THE BEAM IN APPROACHING AIR FIELD IN FOUL WEATHER

PORT OF ASTORIA
R R BARTLETT MANAGER

ROBERT B PARKMAN
SECRETARY TO SENATOR CORDON

OPM

WITH URGENT REQUEST THAT EVERY POSSIBLE CONSIDERATION BE GIVEN YOUR REQUEST SHALL FOLLOW UP ON MATTER AND KEEP YOU ADVISED

ROBERT B PARKMAN
SECRETARY TO SENATOR CORDON

OPM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one unrepeat message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeat message and paid for as such, in consideration whereof it is agreed the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeat rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is charged. The amount of the actual loss shall not exceed five thousand dollars.

§

1217-13

J. C. WILLEVER
FIRST VICE-PRESIDENT

the following telegram, subject to the terms on back hereof, which are hereby agreed to

WASHINGTON D.C.

WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

RT OF ASTORIA
TORIA, OREGON

KNOWLEDGING RECEIPT OF YOUR TELEGRAM IN ABSENCE OF SENATOR CORDON WHO IS
ESSENTLY ENROUTE TO THE EAST HAVE MADE INQUIRIES CONCERNING DISPOSAL OF
DIO RANGE STATIONS COOS BAY ASTORIA HOQUIAM AND PORT ANGELES CAA IS
COMMENDING TO WAA THAT THESE STATIONS BE MADE AVAILABLE TO THE MUNICIPALITIES
DER SURPLUS PROPERTY ADMINISTRATION REGULATION SIXTEEN UPON RECEIPT THIS
COMMENDATION WAA WOULD PRESENT MATTER TO THEIR SURPLUS AIRPORT COMMITTEE
R ACTION HAVE SUBMITTED YOUR TELEGRAM DIRECT TO WAA OFFICIALS IN SENATORS
ME WITH URGENT REQUEST THAT EVERY POSSIBLE CONSIDERATION BE GIVEN YOUR
REQUEST SHALL FOLLOW UP ON MATTER AND KEEP YOU ADVISED

ROBERT B PARKMAN
SECRETARY TO SENATOR CORDON

20PM

WITH URGENT REQUEST THAT EVERY POSSIBLE CONSIDERATION BE GIVEN YOUR
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ROBERT B PARKMAN
SECRETARY TO SENATOR CORDON

OPM

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1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

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2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination. 4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic telegraph or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown in the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open mail or branch office of the Company; in cities or towns of 500 or more inhabitants where, as shown by the filed tariffs of the agency of a railroad company, the telegraph service is performed through the agency of a railroad company, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such office by the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the message is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS

A service to ships at sea, in all parts of the world. Plain language or code language may be used.

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-letter groups at a lower rate.

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS

Overnight plain-language messages.

URGENTS

Messages taking precedence over all other messages except government messages.

CABLE SERVICES

GREETINGS AT

Christmas	New Year	Easter
Valentine's Day	Mother's Day	Father's
Jewish New Year	Thanksgiving	

CONGRATULATIONS ON

Anniversaries	Weddings
Birthdays	Commencement
Birth of a Child	

MISCELLANEOUS

Bon Voyage telegrams "Pep" telegrams
Kiddiegrams (No 35¢ rate)

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED
Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT—	—	—	—	—	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words	—	—	—	—	35¢
LOCAL CITY TELEGRAMS —	—	—	—	—	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words —
(Additional Words, 2½¢ each)

35¢

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

August 8, 1946

Mr. Carlton M. Campbell,
2605 State Street,
Salem, Oregon.

CLASS OF SERVICE DESIRED	
TELEGRAM	CABLE
GRAM	ORDINARY
LETTER	URGENT RATE
AL	DEFERRED
NIGHT GRAM	NIGHT LETTER
RA SERVICE	SHIP PARAGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

WASHINGTON D.C.

PORT OF ASTORIA
ASTORIA, OREGON

KNOWLEDGING RECEIPT OF YOUR TELEGRAM IN ABSENCE OF SENATOR CORDON WHO IS PRESENTLY ENROUTE TO THE EAST HAVE MADE INQUIRIES CONCERNING DISPOSAL OF RADIO RANGE STATIONS COOS BAY ASTORIA HOQUIAM AND PORT ANGELES CAA IS COMMENDING TO WAA THAT THESE STATIONS BE MADE AVAILABLE TO THE MUNICIPALITIES UNDER SURPLUS PROPERTY ADMINISTRATION REGULATION SIXTEEN UPON RECEIPT THIS COMMENDATION WAA WOULD PRESENT MATTER TO THEIR SURPLUS AIRPORT COMMITTEE ACTION HAVE SUBMITTED YOUR TELEGRAM DIRECT TO WAA OFFICIALS IN SENATORS WITH URGENT REQUEST THAT EVERY POSSIBLE CONSIDERATION BE GIVEN YOUR REQUEST SHALL FOLLOW UP ON MATTER AND KEEP YOU ADVISED

ROBERT B PARKMAN
SECRETARY TO SENATOR CORDON

OPM

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To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one un-repeated message rate is charged in addition. Unless otherwise indicated on its face, this is an un-repeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the un-repeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid.

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half un-repeated message rate is charged in addition. Unless otherwise indicated on its face, this is an un-repeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the un-repeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.

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3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of this company, the amount paid for the transmission of a domestic telegraph or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 2,000 or more inhabitants where the Company has an office which, as shown by the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of 500 or more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one-half mile of the telegraph office; in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any amount charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located.

August 8, 1948

Mr. Carlton M. Campbell,
2605 State Street,
Salem, Oregon.

Charge to the account of

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
GRAM	ORDINARY
LETTER	QUENT
AL	DEFERRED
DAY LETTER	NIGHT LETTER
GRAM	NIGHT LETTER
GRAM	NIGHT LETTER
GRAM	NIGHT LETTER

WESTERN UNION

1217-B

\$

CHECK
ACCOUNTING INFORMATION
TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

the following telegram, subject to the terms on back hereof, which are hereby agreed to

HONORABLE GUY CORDON SENATE HOUSE WASHINGTON, D.C.
HONORABLE ~~SENATOR~~ W. L. BORAH SENATE HOUSE WASHINGTON, D.C.
REPRESENTATIVE WALTER NORDLIE HOUSE OFFICE BUILDING WASHINGTON, D.C.

WANT A REPLY?
"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

PLEASE CONTACT MAJOR GENERAL LITTLEJOHN WAR ASSETS ADMINISTRATION IN ORDER TO RECEIVE
ATION ASTORIA AS FOLLOWS THE PORT OF ASTORIA A MUNICIPAL CORPORATION CHIEF OF THE CLATSOP
TORIA AIRPORT IS ADVISED THAT CERTAIN WEST COAST RADIO TOWER STATIONS NOW IN STORAGE
THE WAR ASSETS ADMINISTRATION STOP WE REQUEST THAT THE TWO TOWER STATIONS NOW IN STORAGE
PUGET SOUND NAVY YARD BRIMINGTON BE MADE AVAILABLE TO THE ROCK ISLAND AIRPORT ASTORIA AND
HER TO PORT ANGELES AND THAT THE TOWER STATION AT COOS BAY OREGON BE MADE AVAILABLE TO
E CITY OF NORTH BEND AND THE TOWER STATION AT ASTORIA BE MADE AVAILABLE TO THE PORT OF
TORIA STOP WE WOULD ALSO APPRECIATE IT IF THESE WERE MADE AVAILABLE UNDER REGULATION
THESE WHICH WILL PERMIT IMMEDIATE ACQUISITION WITHOUT LOSS TO THE COMMUNITIES INVOLVED
THE SAFETY AND CONVENIENCE OF COMMERCIAL AND CIVILIAN PLANTS

:wd

PORT OF ASTORIA

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1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

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3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown on the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open market or branch office of the Company, in cities or towns of 5,000 or more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone.

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5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such office by the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the date the message is filed with the Company for transmission provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS

A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CLASSES OF SERVICE

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-letter groups, at a lower rate.

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS

Overnight plain-language messages.

URGENTS

Messages taking precedence over all other messages except government messages.

CABLE SERVICES

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT—

25¢

TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words

35¢

LOCAL CITY TELEGRAMS

20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT

Christmas	New Year	Easter
Valentine's Day	Mother's Day	Father's Day
Jewish New Year	Thanksgiving	

CONGRATULATIONS ON

Anniversaries	Weddings
Birthdays	Commencement
Birth of a Child	

MISCELLANEOUS

Bon Voyage telegrams "Pep" telegrams
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

August 8, 1946

Mr. Carlton M. Campbell,
2605 State Street,
Salem, Oregon.

Dear Mr. Campbell:

I received your letter of August 5th in todays mail and note your adaptability and familiarity with airport operations however at the present time, the Port of Astoria has only a joint use of the airport together with the U. S. Navy and have not yet decided whether or not at some future date they will operate the airport or lease same to a responsible party or parties for operation.

We have made certain applications for buildings, facilities and maintenance equipment which has been filed with the Navy and until such facilities and equipment have been approved and turned over to the Port, we have nothing to look after except the runways. This may be at least a month hence before we get the approval through the Navy and the Bureau of Yards and Docks therefore at the present time we have no employees whatever at the airport and I cannot at the moment say just how soon we may need anyone or on what basis it will be operated.

Should I hear of anything that I think would be of interest to you, I I will be very glad to advise you.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

August 17, 1946

Barbey Packing Co., Astoria, Oregon.
Columbia River Salmon Co., Astoria, Oregon.
New England Fish Co., Astoria, Oregon.
Paragon Packing Co., Astoria, Oregon.
Point Adams Packing Co., Hammond, Oregon.
Sebastian-Stuart Fish Co., Astoria, Oregon.
San Juan Fishing & Packing Co., Warrenton, Oregon.
Union Fishermen's Co-op. Packing Co., Astoria, Oregon.
Van Camp Sea Food Co., Astoria, Oregon.

Gentlemen:

This is to advise that the U. S. Naval Station has turned back to the Port of Astoria Sections 3 & 4 on Pier Three for storage of local cannery products.

The Port of Astoria wishes to make this available to all interested parties in the Port District and should you desire to place on storage any canned goods or similar products at the present time, the two sections will probably hold 150,000 cases.

The only requirements necessary will be to identify your driver and trucks through the Security Officer, for passing the guard at the main entrance gate to the Naval Station. We will assist you in this regard if necessary.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 25, 1946

Orley B. Caudill
Captain, Air Corps
Public Relations Officer,
Spokane Army Air Field,
Spokane, Wash.

Dear Mr. Caudill:

This will acknowledge receipt of your letter 25 June 1946 and we note the effort being made by your and throughout the country for postwar airport and air facilities being maintained and developed.

We would state however that at the moment Astoria is just now in the process of having the Naval Air Station at Astoria returned to the Port of Astoria its original owners and sponsors. We are not therefore in position at this time to arrange a meeting and discussion as you suggest but will keep your letter before us and as soon as it seems to be in order, will advise you. Thanking you for your interest, we are,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 17, 1946

Civil Aeronautics Administration,
P. O. Box 3224,
Seattle 14, Washington

Attention: Mr. Ford

Gentlemen:

In further reference to our discussion as to the buildings known as the Senior Officers Quarters at the Naval Air Station, Astoria, Oregon, which we have applied for under the surplus materials and in addition to the use of this building, we have had applications and will probably soon place two watchmen on the field. This building then will be used for managers living quarters, probably three flying schools with necessary quarters for ground school instruction and it will be necessary for us to have quarters for a maintenance man's quarters and the two watchmen. There will undoubtedly be other definite requirements of this building in the near future which we cannot specifically name at this time.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

September 19, 1946

Mr. Howard A. Short,
Civil Aeronautics Authority,
460 N. High Street,
Salem, Oregon.

Dear Mr. Short:

In accordance with my advice to you when you visited my office today, I am mailing you a small plat of the Port of Astoria Airport which is not of recent date but have changed the length of the runways as they exist today. At the southeast end of the northwest southeast runway, the Navy acquires 1000 feet extension by condemnation of property in order to lengthen this out to the 5061 feet and deeded such condemned property to the Port of Astoria as a part of Airport to us.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

October 9, 1946

Department of Commerce,
Civil Aeronautics Administration,
P. O. Box 3224,
Seattle, 14 Washington.

Attention: Mr. Paul Morris

Dear Mr. Morris:

At a meeting of the Port Commission held on Friday, October 4th at which you were present, an agreement between the Port and West Coast Airlines for landing privileges at Clatsop Airport was discussed and at that time you indicated that there would be no objection from the Civil Aeronautics Administration to this agreement. A copy of the agreement which has been signed for the Port is enclosed herewith for your file.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

November 2, 1946

Regional Manager,
Department of Commerce,
Civil Aeronautics Administration,
P. O. Box 3224,
Seattle 14, Washington.

Sir:

On October 14, 1946 the following letter was addressed to the
Naval Air Bases, Thirteenth Naval District:

"Commander, Naval Air Bases,
13th Naval District,
Via: Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

We hereby request that the Naval Air Station,
Astoria, Oregon, YA2 Radio Localizer, Identification
Letters NKE, and Conversion Kit, now installed at
Clatsop Spit, be turned over to the Port of Astoria
for use in the operation of Naval Air Station, Astoria,
Oregon, as a civilian airport.

Very truly yours,
PORT OF ASTORIA,

By R. R. Bartlett (Signed)
Manager

RRB:WD

We have today received a letter from Captain A. O. Rule,
Commander, Naval Air Bases, Thirteenth Naval District, copy of which
is hereto attached. It was our understanding that we arranged with the
CAA for this YA-2 radio localizer, identification letters NKE, and
conversion kit which is now installed at Clatsop Spit and agreed to
reimburse the CAA some eight hundred dollars (\$800.00) for its maintenance.
My remembrance is that your Mr. Paul Morris and one of your technicians
were at the meeting. Will you therefore kindly advise us the present

11-2-46

status in accordance with quotations and copy of letter herewith.

We are very anxious to secure this equipment and it is being urgently requested by operators and the West Coast Airlines and others who are contemplating the use of the field which I may say is already becoming quite active.

We have just put out a preliminary tariff, a copy of which I am enclosing herewith and we are meeting the first of next week to establish the ground rules on the field as we have seventeen planes operating there now and two GI Schools starting in the very near future.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

SERVICE DESIRED	
IC	CABLE
☐	ORDINARY
☐	URGENT RATE
☐	DEFERRED
☐	NIGHT LETTER
☐	SHIP CABLEGRAM
check class of service if the message will be sent as a telegram or cablegram.	

COPY OF WESTERN UNION TELEGRAM

WRIGHT
ADMINISTRATOR CIVIL AERONAUTICS AUTHORITY
WASHINGTON D. C.

WE ADVISED THAT WE MAY LOSE THE RADIO RANGE STATION NOW INSTALLED AT CLATSOP SPIT
THE MOUTH OF THE COLUMBIA RIVER WHICH HAS BEEN IN USE BY THE NAVY DURING THE WAR
AND THIS STATION IS KNOWN AS YA2 RADIO LOCALIZER IDENTIFICATION LETTERS NKE AND
VERSION KIT STOP ON ACCOUNT OF FREQUENT LOW CLOUDY WEATHER HERE IT IS IMPERATIVE
PILOTS HAVE THE RADIO BEAM TO APPROACH LANDING STRIPS ON OUR CLATSOP AIRPORT AND
IS IN THIS NORTHWEST SECTION STOP AS YOU KNOW THE WEST COAST AIRLINES HAS AN
MOVED SCHEDULED FLIGHT BY THE CAB INCLUDING ASTORIA AS A STOP THEY TOGETHER WITH
FLYERS ~~DEEM IT~~ ABSOLUTELY NECESSARY FOR SAFE OPERATION TO HAVE THIS BEAM FOR
ANCE STOP THE PORT OF ASTORIA HAS AGREED BY RESOLUTION OF ITS BOARD OF COMMISSIONERS
EAR THE EXPENSE OF ITS POWER AND MAINTENANCE THE CONTINUATION OF THIS RANGE STATION
ETAL TO THIS COMMUNITY AND FOR THE SUCCESSFUL OPERATION OF OUR AIRPORT STOP I AM
ORTED IN THIS ADVICE BY THE CITY OF ASTORIA COMMISSIONERS OF CLATSOP COUNTY AND THE
LIA CHAMBER OF COMMERCE AND WE ALL URGENTLY REQUEST THAT THIS STATION BE MAINTAINED

PORT OF ASTORIA
R. R. BARTLETT MANAGER

I note that Mr. Morris is in Washington and if
there is anything we can do from this end to assist him,
kindly let us know as the West Coast people and others
are extremely anxious to obtain this equipment.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

For plat of Clatsop Airport, see reverse side.

November 18, 1946

Mr. George E. Johnson,
Acting Superintendent, Airports Branch,
Civil Aeronautics, Administration,
P. O. Box 3224,
Seattle, 14, Washington.

Dear Mr. Johnson:

Permit me to thank you for your letter of November 8, 1946 in reply to my inquiry dated November 2, 1946 relating to the YA2 Radio Localizer, Identification Letters NKE and Conversion Kit, now installed at Clatsop Spit.

I note that Mr. Morris is in Washington and if there is anything we can do from this end to assist him, kindly let us know as the West Coast people and others are extremely anxious to obtain this equipment.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

For plat of Clatsop Airport, see reverse side.

December 13, 1948

Department of Commerce,
Civil Aeronautics Administration,
480 N. High Street,
Salem, Oregon.

Attention: Mr. Donald M. Harper,
District Airport Engineer

Dear Mr. Harper:

Replying to your letter received today, there are two schools of flying--one operated by the Rambeau Flight Service, address Clatsop Airport, Astoria; the other is the Inman Bros. Service, address, same.

Insofar as commercial flying is concerned, the address is West Coast Airlines, Attention, Mr. Baker at the Clatsop Airport.

Insofar as the manager is concerned, this should still be sent to myself as manager of the Airport.

Trusting this gives you the information desired,
I am,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

ERB:wd

November 22, 1946

RULES GOVERNING DELIVERY OF GASOLINE AND OIL TO PLANES AT CLATSOP AIRPORT

Permission must be secured from the Port of Astoria before a Distributor may make delivery of Petroleum Products on the Airport.

Distributors may use stationery or mobile tanks, trucks or trailers for delivery of gas to planes but no gas shall at any time be stored in or within fifty feet of any of the permanent buildings nor shall any plane be fueled inside of or within fifty feet of any permanent building.

All stationery or mobile tanks, trucks or trailers shall be equipped with hand or power pumps to deliver gasoline through hose to planes.

Arrangements must be made with the Airport Manager for space for stationery tanks for parking tank trucks or trailers and distributors may at any time remove at their own expense any equipment they have installed.

Permission to distribute petroleum products will be granted to distributors by the Port of Astoria upon equal terms and such permission may be terminated at any time by the Port of Astoria by giving the distributors ninety days written notice of such termination.

As consideration for permission to distribute petroleum products, each distributor shall pay to the Port of Astoria 2¢ per gallon for gasoline and 5¢ per gallon for oil delivered to planes on the field. Such payment to be made on or before the fifteenth of each month, commencing with the 15th day of December for all gasoline and oil delivered during the preceding calendar month.

Application has been made by the Port of Astoria for the four 25,000 gallon submerged gasoline storage tanks now at the Airport and in the future, should oil companies desire to lease any one of such tanks, it shall be made through special negotiation with the Port of Astoria. The above stipulations are effective November 25, 1946.

Term leases and designated storage locations may be arranged by negotiation with the Port of Astoria.

Name of Oil Company

By _____

Manager

December 10, 1946

Clatsop Distributing Co.,
Astoria, Oregon.

Attention: Mr. Jack Hayes

Dear Sir:

The reference hereto is in reply to your
letter to the Port of Astoria of December 9, 1946.

While tonite, December 10th, is the regular
meeting date of the Commissioners of the Port of
Astoria, on account of there not being a quorum present
in the city, the meeting is postponed until some day
next week and your letter will be presented to them and
we will advise you their decision in regard to same.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB

September 30, 1946

S. W. Lovell, President,
Edw. W. Thompson, Vice-President,
Mark J. Johnson, Secretary,
W. F. McGregor, Treasurer,
Joseph W. Anderson, Commissioner.

Gentlemen:

Mr. Lovell, Chairman of the Board of Commissioners has instructed me to call a reconvened meeting of September 10, 1946 to meet with representatives of the West Coast Airlines, The Civil Aeronautics Authority and Officers of the Thirteenth Naval District primarily for the purpose of securing a continuation of the radio range station between Point Adams and the Airport which is considered essential in the operation of the West Coast Airlines service.

There will be present representatives, including Mr. E. B. Code and two other people from his office, Mr. Paul Morris of the Civil Aeronautics Authority with two assistants and representatives from the Thirteenth Naval District, all of which will arrive by plane and will meet at the Port office at 2:00 p.m., October 4, 1946. It is quite urgent that we have a quorum of the commissioners at this time and we trust that you will be able to attend the meeting.

There will also be a consideration of the lease between the West Coast Airlines and the Port of Astoria for their scheduled flights at the Classop Astoria Airport which can be acted upon at the same meeting.

Trusting you will be able to attend, I am,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

November 20, 1946

J. O. Convill, City Manager,
Astoria, Oregon.

Dear Mr. Convill:

Herewith enclosed is a copy of letter received today from Captain Rule of the Thirteenth Naval District, which is self-explanatory.

You will remember that Mr. McClean came down and worked out a list of buildings and equipment and articles of furniture and personal belongings and it seems that the Navy will not turn over any buildings or equipment, including personal property, unless it is to be used for the operation and development of the Airport.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

November 22, 1946

Mr. J. O. Convill,
City Manager,
Astoria, Oregon.

Dear Mr. Convill:

Herewith enclosed is copy of letter received
this noon from Captain Rule in regard to the houses we
requested on November 1st to aid in the housing shortage
here in Astoria. The letter is self-explanatory.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

November 25, 1946

J. O. Conwill, City Manager,
Astoria, Oregon.

Dear Mr. Conwill:

I have your letter, received today, dated Nov. 23rd, regarding property purchased from you by the Navy, lying West of the original Port owned property.

We have never received any information as to the property West of the original property that we leased to the Navy. I have a map here which shows the original property lines if you would care to look at it or have someone come down and make a sketch of the original property. We of course have no use for this property West and should the matter be declared to us as surplus, we of course would be glad to turn same back to you under any reasonable consideration.

Very truly yours,
PORT OF ASTORIA,

By

Manager

RRB:wd



October 21, 1946

Port of Coos Bay,
Coos Bay, Oregon.

Attention: Mr. M. St. E. Rutherford, Manager.

Dear Mr. Rutherford:

Your letter addressed to Mark J. Johnson, Secretary of the Port of Astoria, is on my desk and I will try and answer your inquiries for him. I note that you are endeavoring to secure a Federal Project in Coos Bay for a Fishermen's Mooring Basin in Charleston Harbor.

The Port of Astoria at the origin and inception of our Mooring Basin was, before the last war and during the RFC era and after negotiations with them we secured a grant from the RFC of \$14,400 toward the construction of a Fishermen's Mooring Basin at Astoria. We were required and did deposit the above named amount in the bank at Astoria and forwarded to the RFC deposit slips for this amount which was taken from the general earnings of the Port of Astoria. That is the only governmental or Federal aid of any kind that we have received toward the establishment or maintenance of our Fishermen's Mooring Basin.

We have never received any donations, contributions or assistance from the government, local cannerymen, fishermen or any of the organizations in the construction or maintenance of our Mooring Basin.

The cost of the Mooring Basin at present is approximately \$140,000.00. All of the expense connected therewith, together with maintenance, upkeep and repairs is paid for by the Port of Astoria from its earnings. Our superintendent or maintenance man at the Mooring Basin is hired by the Port of Astoria at a monthly rate of \$250 per month. We also have a night man at \$150 per month.

In answer to the next to the last paragraph of your letter, we have received no revenue or benefits on construction, maintenance and supervision of the docks, floating moorages or supply facilities and no local commercial fishermen or fisherment themselves have cooperated or made any donations in the maintenance of the Mooring Basin except through the rates charged by us for the berths of the fishermen's boats of which I am sending you a copy of such rates as are in effect today, including rates for lockers in the warehouse which is located adjacent to the Mooring Basin.

10-21-46

In regard to the last paragraph, the Port of Astoria is not quite breaking even on the maintenance and operation of the Mooring Basin. The rates are all the same for local or outside fishermen as you will note from the schedule of rates on the enclosed rate sheet.

I trust that this may be the information that you have asked in the matter.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

July 18, 1946

Mr. G. C. Culver,
Fire Protection Engineer & Contractor,
11250 Greenwood Avenue,
Seattle, Wash.

Dear Mr. Culver:

We are enclosing herewith a formal order for the twenty-two (22) Globe Dry Pipe Sprinkler Valves and two gongs to replace those that have been declared obsolete and we thank you for your cooperation in your quotation to us. The order is placed on the condition that it is approved and we have the approval of the Oregon Insurance Rating Bureau in regard to this installation.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

July 18, 1946

Mr. G. C. Culver,
Fire Protection Engineer & Contractor,
11250 Greenwood Avenue,
Seattle, Washington.

Gentlemen:

We accept your final price of \$5700 for twenty-two (22) Globe Automatic Dry Pipe Sprinkler Valves and two water motor gongs, f.o.b., Astoria, for the sum of \$5700 as per your telephone advice today. The above order is placed with you with the understanding that the Globe Valves mentioned herewith are strictly in accordance and acceptable to the Underwriters Laboratories, Chicago, Illinois and approved by the Oregon Insurance Rating Bureau to replace valves now in use that have been declared obsolete. It is further understood that this order will be subject to approval of the Oregon Insurance Rating Bureau to which we are sending a copy of this order with a request that they approve same. We understand that you can ship at least part of the valves thirty days from receipt of order.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

August 3, 1946

G. C. Culver,
11250 Greenwood Avenue,
Seattle, Wash.

Gentlemen:

In response to your letter dated July 29, 1946,
I am enclosing you herewith copy of letter received today
from the Oregon Insurance Rating Bureau which is self-
explanatory.

Please give them the specific information they
asked for.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

October 19, 1946

G. C. Culver,
11250 Greenwood Avenue,
Seattle, Washington.

Dear Sir:

We are enclosing a specially made screw from one of our new sprinkler valves which broke when installing the valves. Our maintenance foreman has asked that we get a dozen extra screws of this type and we would like to have you send them to us as soon as possible.

The automatic trip valve on one of the main valves was defective and we will need a replacement for this also.

We have not yet received the gauges for any of the valves and we will need these before freezing weather arrives and would like to have you advise us immediately when we may expect them.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

October 26, 1946

G. C. Culver,
11260 Greenwood Avenue,
Seattle, Wash.

Dear Sir:

The drip valve which we wrote you about last week is designated on the chart by the letter "C" and it is attached to the automatic alarm control valve which is shown as No. 36.

The screw which we sent you came from one of these drip valves. The valve has one on each side to hold the clapper which works automatically.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

September 24, 1946

The District Engineer
628 Pittock Block
Portland 5, Oregon.

RE: Contract No. W35-026-eng-1251
Modification No. 1

Gentlemen:

The Supplemental Agreement in connection with the above Contract which was mailed to us in your letter of September 16th has been signed for the Port of Astoria and two copies are enclosed herewith. The third copy has been retained for our files.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

December 5, 1946

Electric Steel Foundry,
2141 N.W. 25th,
Portland, Oregon.

Attention: Mr. Hansen.

Dear Mr. Hansen:

Referring to our telephone conversation yesterday, I conveyed your message of good will to Mr. TenBrook, through his wife.

I am also wondering if, through any of your clients, you would be interested in a Motor Generator Set which we have on hand and do not expect to use. This has been in Pier Three for the last four years and is in perfect condition. Enclosed herewith are the specifications of the Synchronous Motor and the two Direct Current Generators that were used in the operation of overhead cranes on our Pier Three prior to the war. If you should know of anyone who would be interested in this equipment, kindly let us know.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

Sept. 3, 1946

Ralph Farnham, President,
McMinnville Chamber of Commerce,
McMinnville, Oregon,

Dear Mr. Farnham:

Replying to your letter of August 30th,
the writer just returned to the office today and
received your letter advising the official dedication
of the McMinnville Airport.

I will not be able to attend but have taken
the privilege of having our local paper publish the
dates and other features of your opening which I trust
is satisfactory with you.

Sincerely,
PORT OF ASTORIA,

BY _____
Manager

RRB:wd

December 31, 1946

Astoria Branch,
First National Bank of Portland,
Astoria, Oregon.

Gentlemen:

We hand you herewith our check in the sum
of \$23,520.00 which please credit to Port of Astoria
Coupon Account. These funds are for the payment of
Coupon No. 11 - Due 1-1-47 from Refunding Bonds -
Series A - Port of Astoria.

This is your authority to charge all such
~~Coupons~~ presented to you for payment to this account.

Very truly yours,
PORT OF ASTORIA,

By _____
Treasurer

WFMG:mwi

December 21, 1946

Fishermen's Co-operative Association,
Fishermen's Wharf -- Berth 73,
San Pedro, California.

Attention: Mr. Geo. R. Webb, Mgr.

Dear Sir:

Your letter, dated December 2nd and addressed to the Mayor of the City of Astoria, was received by me today, hence the delay in reply.

I regret that we have no recent maps of our Mooring Basin as there has been a number of changes and additions made since the original development however I am enclosing one of the early maps which I trust may be of some interest to you. Because of the war and the Navy appropriation of much of our property, we have made no recent drawings or illustrations of recent developments in the Mooring Basin. At the present time, we have berthage in the Mooring Basin for about 425 fishing vessels with depth of water from four to twelve feet below zero tide.

I regret that I did not receive your letter at an earlier date so that you could have had a sooner reply.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

July 2, 1946

A. C. Fulton,
Spexarth Building,
Astoria, Oregon.

Dear Mr. Fulton:

I am enclosing you herewith a copy of a letter received today, July 2nd, from Eben P. Parker and Bessie M. Parker, which is self-explanatory.

The following information is confidential in that certain data would have to be ascertained or proven and should not be used until definite proof has been arrived at as to the old hull mentioned in the Parker letter.

You may remember that during the last war there were some two partially completed wooden hulls that were abandoned by the McLachlan Shipyards and my remembrance is that the Port of Astoria was required to demolish one of the hulls which as near as memory serves me was done by blasting and burning and the stern end of such hull now lies in the bend of the Youngs Bay River at Williamsport. It is a question in my mind whether the hull referred to that has been used by the Tidepoint Co. is the one in question. They have been using this old hull as a gravel and sand landing barge for the last twenty-seven or twenty-eight years, more or less. Just why it should be all at once a menace to navigation in Youngs River is a question. Confidentially, I think possibly Mr. McKindes might be interested in this complaint but we have no particular interest in that.

At the time those hulls were left over there in Youngs Bay and abandoned, my remembrance justifies my saying that the Port attempted to demolish one of the old hull frameworks.

It seems to me that this is a matter for you to take up and it appears that one of the first things to do would be to determine whether or not the old hull in question is inside or outside of the pierhead line in Youngs Bay. Of course, if it was inside and should be proven that it is the old hull that the Port has a responsibility in, then we might be liable for its removal. If it should be determined that it is outside of the established pierhead line, then in that event the U. S. Engineers are the only ones who could order its removal subject to the above question as to the identity of the hull.

I might suggest that you have Mr. McClean or one of his engineers determine the point of location as regards to the pierhead line.

7-2-46

It has been so long ago that I may have forgotten the definite circumstances but it appears to me that we put some blast under the old hull framework that we were responsible for and attempted to burn a portion of the framework off and it appears to me that this is the hull that is now in the curve of Youngs Bay fronting Williamsport District.

I will in the next day or so make a superficial inspection and try and recall any other data in connection with their claim.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RFB:wd
enc.

December 30, 1946

A. C. Fulton,
Spexarth Bldg.,
Astoria, Oregon.

Dear Mr. Fulton:

I am enclosing herewith the last lease between the Port of Astoria and the Coast Distributing Co. Please refer to page three in the last lease in the last paragraph in article three. This last paragraph should be changed to correspond with a similar paragraph under article three on page three of the previous lease. You will note the difference and it might be best if you give us this page three of the last lease rewritten and this page in duplicate so that we can insert in the other company of the lease inasmuch as the lease has been signed by the Port Commissioners. This will eliminate the necessity of bringing the matter to the attention of the commissioners again.

Thanking you, we are,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

October 21, 1946

G. G. Gay,
Hotel Oakley,
720 S. W. 10th Avenue,
Portland, Oregon.

Dear Sir:

We have your letter of October 19th inquiring about a tract of land in this county which was taken by the Port of Astoria some years ago. We have checked with our attorney who handled the condemnation suit when your tract of land was acquired and have been advised that the land was appraised for one dollars (\$1.00) and this amount was turned over to the County Court of Clatsop County for your account and is nowdoubt still held in that office.

The condemnation suit was filed on March 26, 1941 and the money was turned over to the clerk on June 31, 1941.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

November 22, 1946

General Petroleum Corporation,
J. Ed Niemi, Distributor,
Astoria, Oregon.

Gentlemen:

Permission is hereby granted to the
General Petroleum Corporation for distributing
and delivering Petroleum Products at the
Clatsop Airport, subject to the conditions and
terms of our letter dated November 22, 1946.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

August 18, 1948

Gilpin Construction Co.,
4850 N. W. Front Avenue,
Portland 8, Oregon.

Gentlemen:

In response to your letter quoting us a price on driving piling according to specifications previously mailed you which sealed bids were opened at the Port of Astoria Commission meeting Tuesday evening, August 13th, at 7:30 o'clock, the following bids were received:

Larson & Palmberg -- \$1,162.50 for furnishing and driving the piling on the face of Pier One.

Gilpin Construction Co. -- \$1,392.00 for furnishing 25 piles and driving 23, all in accordance with the specifications submitted.

The Commissioners therefore ordered me to enter into a contract with the Larson & Palmberg Co. for such work.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 9, 1946

Mr. Garnet Green
District Attorney
County Court House
Astoria, Oregon

Dear Sir:

Enclosed herewith are copies of letters to the County Clerk and the County Assessor, giving the tax levy for the Port of Astoria for the fiscal year, beginning July 1, 1946 and ending June 30, 1947. Also enclosed is a copy of the budget as finally adopted by the Levying Board.

This is for your files as we understand is required by law.

Very truly yours,
PORT OF ASTORIA,

By _____
Secretary

MJJ:wd
enc.

July 30, 1946

Lt. Paul N. Hansen,
Public Works Department,
Naval Air Station,
Astoria, Oregon.

Sir:

Herewith you will find a letter applying for buildings, facilities, maintenance and radio equipment for the operation and maintenance of the Naval Air Station, Astoria, Oregon by the Port of Astoria for Civilian and Commercial use.

I am also enclosing herewith a copy of the letter dated July 26, 1946 giving approval of such equipment by the Civil Aeronautics Authority, Seattle, 14, Washington.

I have tried to contact you today by phone but you were evidently detained at Tongue Point and I have not been able to reach you, therefore if I do not contact you this afternoon, I will put same in the mail.

Thanking you for your attention, I am,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRE:wd
enc.

August 16, 1946

Mr. F. S. S. Hill,
Route 1, Box 205,
Warrenton, Oregon.

Dear Mr. Hill:

I am very sorry to advise you that I did not know at the time I made arrangements with you to come on duty as watchman on Pier Three at midnight Sunday, August 18th but our head watchman had made arrangements for an additional man who is familiar and had been working for us, therefore I could not refuse his seniority.

I am mailing this letter to you and will tack a copy of same on your door so that you will be sure to receive this advice prior to Sunday night.

If I had known where I could reach you in Seattle, I would have advised you.

I am keeping you in mind and anticipate that there will be something similar for you at the Airport in the not too distant future and you will be strictly in line for that work.

Regretting very much the necessity of giving you this advice, I am,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

October 15, 1946

E. A. Hollinshead,
184-10th Street,
Astoria, Oregon.

Dear Mr. Hollinshead:

I have your letter dated Corbett, Oregon, October 12, 1946 and I am sure that the Board of Commissioners of the Port of Astoria will be glad to give you a break down on the Port millage for this years tax budget.

You are undoubtedly aware that the Port of Astoria levies no tax for anything other than the interest and partial payment of bonds in accordance with the last contract made when the bonds were reduced to three percent (3%) basis.

Our Mr. Bowler will give you the break down in so far as is possible on the millage of the Port taxes. You are of course familiar with the fact that we only have one Port of Astoria tax in this district which of course includes the same tax as levied by the Port of Portland and the Commission of Public Docks in Portland. We will follow this up with the more definite information when our Mr. Bowler returns.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

October 21, 1946

Mr. E. A. Hollinshead,
184-10th Street,
Astoria, Oregon.

Dear Sir:

Mr. Bartlett has asked me to give you some additional information on the Port's Budget for the current fiscal year and I am enclosing a copy of the Budget as advertised last June.

The total taxes levied is \$150.00, all of which will be used for debt service. Interest for the current year has been estimated at \$63,360. The balance of the levy amounting to \$86,640.00 is for the sinking fund. \$78,000.00 of Port bonds will be due on next January 1st and they will be paid from the sinking fund.

Operating revenues of the Port were estimated at \$254,200.00 and operating expenses at \$213,670.00 leaving a surplus of \$40,530.00 for this fund.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

November 22, 1946

Mr. E. A. Hollinshead,
184-10th Street,
Astoria, Oregon.

Dear Mr. Hollinshead:

Mr. Bartlett read your letter of October 28th to the Commissioners at their last meeting and has referred it to the writer for a reply.

The Commissioners were much interested in the lease form which you enclosed and made favorable comments on the tax clause in the lease.

Your figures for the net debt of the Port was approximately correct as of June 30, 1946. If the payment of taxes this year in the county remains about the same as they have for the past few years, there will be a reduction in the net debt of about \$100,000.00 during the present fiscal year which ends next June 30th.

No Port bonds of the present issue are callable at this time nor can any be called prior to January 1, 1952. No doubt the Commissioners who are in office at that time will give consideration to refunding if the market is favorable.

The present commission has adopted the policy of retiring as many bonds as possible during the war years. In the past few years, they have paid off bonds to the amount of \$280,000.00 from Port earnings. These were all paid before maturity and were in addition to the bonds maturing each year which were paid from taxes.

The Commission has always been interested in assisting in securing new industries for this locality and I am sure will continue to show such interest at all times. I can assure you that they are all tax conscious and are conducting the Port's business in a way which they consider best from that standpoint.

Very truly yours,
PORT OF ASTORIA,

July 3, 1946

Industrial Fumigant Co. Inc.,
5955 West 65th Street,
Chicago 38, Illinois.
Local Agents, Western Division

Attention: E. A. March, General Manager,
West Division,
704 N. E. 68th,
Portland, Oregon.

Dear Sir:

In our endeavor to cooperate with the Pillsbury Mills, Inc. at their Astoria Plant, we are considering cyanide fumigation of our grain elevator which I assume you are more or less familiar with in connection with your operations at the Pillsbury Mills. We would like to have you give us an estimate of cost on cyanide fumigation of our grain elevator and an idea of when you might be able to do the work.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

August 6, 1946

Industrial Hospital Association
Medical Arts Building
Portland, Oregon

Attention: Mr. Lynn Jones

Dear Mr. Jones:

When you were in Astoria recently, I advised you that I would try to arrange with employes of the Port for a meeting at which you could discuss with them the Industrial Hospital Association's Contract.

Some of the employes have shown an interest in discussing the contract with you and if you can come to Astoria any time during the next week, they would like to meet with you at 12 o'clock noon so if you will let us know when you can come, we will arrange to have as many as possible present to talk with you.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

December 23, 1946

Land Acquisition Division,
Public Works Department,
Thirteenth Naval District,
U. S. Naval Station,
Seattle 99, Washington.

Attention: Mr. Gordon

Dear Mr. Gordon:

Since you were in Astoria a few days ago, a majority of the Port Commissioners have been contacted about the return of the transit sheds on Piers One and Three of our terminals to the Port of Astoria. I have been instructed to advise you that they are agreeable to accepting the sheds as of January 1st, with the understanding that the total rentals now paid by the Navy to the Port will not be reduced in an amount exceeding five thousand dollars (\$5,000.00) annually.

If this is satisfactory with your division, please advise us immediately and forward as soon as possible any papers which will have to be executed to modify the present leases.

Very truly yours,
PORT OF ASTORIA,

BY _____

Office Manager

JRB:wd

cc; Public Works Officer, Tongue Point

August 13, 1946

Larson & Palmberg Co.,
P. O. Box 991
Astoria, Oregon

Gentlemen:

In response to your letter quoting us a price on driving piling according to specifications previously mailed you which sealed bids were opened at the Port of Astoria Commission meeting Tuesday evening, August 13th, at 7:30 o'clock. The following bids were received:

Larson & Palmberg -- \$1,162.50 for furnishing and driving the piling on the face of Pier One.

Gilpin Construction Co. -- \$1,392.00 for furnishing 25 piles and driving 23 all in accordance with the specifications submitted.

The Commissioners therefore ordered me to enter into a contract with the Larson & Palmberg Co. for such work.

Very truly yours,
PORT OF ASTORIA,

By: _____
Manager

RRB:wd

July 8, 1946

Lidell & Clarke, Inc.,
Board of Trade Building,
Portland 4, Oregon.

Re: M/S "Idaho"

Gentlemen:

Pillsbury Mills, Inc. have forwarded us your letter of June 29th inquiring about the charges on a carload of flour which was diverted to Astoria and loaded by the above vessel. On January 10th, we mailed you our Invoice No. 78295 covering the dock charges on this car and on January 22nd received your check in payment of our invoice. The charges were slightly less than the amount set up in your letter and were as follows:

750 Bags Wheat Flour, 75,750 Lbs.	
Wharfage @ 30¢/2000# or	11.36
Handling @ 48¢/2000# or	22.73
Car Unld. @ 60¢/2000# or	18.18
A TOTAL AMOUNT OF.....	\$52.27

Trusting this will clear up the matter, we are,

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

December 4, 1946

Mr. R. L. Martin,
P. O. Box 486,
Portland, 7, Oregon.

Dear Sir:

Replying to your letter of November 30th
in regard to two Hyster Lumber Carriers that you have
for sale.

Inasmuch as we are not handling any lumber
at the present time nor are we in the market for
anything of this kind for the next six months, we
would not be interested at the moment in your offer.

Thank you for your remembrance of us.

Very truly yours,
PORT OF ASTORIA ,

By _____
Manager

RRB:wd

the account of

\$

SERVICE DESIRED	
CABLE	
ORDINARY	
URGENT	
RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	
check class of service the message will be as a telegram or cablegram.	

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

ASTORIA, OREGON
JULY 19, 1946

E. A. MARCH
704 N. E. 68th Street
PORTLAND, OREGON

YOUR PRICE FOR FUMIGATION OUR ELEVATOR MUCH HIGHER THAN PRICE QUOTED BY
INSECT CONTROL COMPANY THEREFORE HAVE GIVEN THEM THE ORDER

PORT OF ASTORIA
R. R. BARTLETT, MANAGER

RRB:WD
9:15 AM

check class of service
the message will be
as a telegram or
cablegram.

A. N. WILLIAMS
PRESIDENT

WESTERN UNION

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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GENERAL ROBERT S. LITTLEJOHN
ASSETS ADMINISTRATION
WASHINGTON, D.C.

PORT OF ASTORIA A MUNICIPAL CORPORATION OWNER OF THE CLATSOP ASTORIA AIRPORT IS
ED THAT CERTAIN WEST COAST RADIO RANGE STATIONS HAVE BEEN RETURNED TO THE NAVY
ADMINISTRATION SINCE WE REQUEST THAT THE TWO RANGE STATIONS ARE IN STORAGE AT
SOUND NAVY YARD BOWENSON BE MADE AVAILABLE TO THE MOON ISLAND AIRPORT HOQUIAM
BE OTHER TO PORT ASTORIA AND THAT THE RANGE STATION AT COOS BAY OREGON BE MADE
ABLE TO THE CITY OF NORTH BEND AND THE RANGE STATION AT ASTORIA BE MADE AVAILABLE
E PORT OF ASTORIA STOP WE WOULD ALSO APPRECIATE IT IF THESE WERE MADE AVAILABLE
REGISTRATION SIXTEEN WHICH WILL PROFIT IMMEDIATE ACQUISITION WITHOUT COST TO THE
UNITIES INVOLVED FOR THE SAFETY AND CONVENIENCE OF COMMERCIAL AND CIVILIAN PILOTS
PORT OF ASTORIA

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this unrepeat message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeat message and paid for as such, in consideration whereof it is a the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeat rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.
2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, where the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.
3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach a
4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, a filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company, in cities or towns more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the office in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by the the corporate limits of any city or town in which an office of the Company is located.
5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such the Company's messengers, he acts for that purpose as the agent of the sender.
6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after is filed with the Company for transmission, provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the National Act of 1934.
7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective class to all the foregoing terms.
9. No employee of the Company is authorized to vary the foregoing.

12-40

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS

A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CLASSES OF SERVICE

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-letters at a lower rate

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate messages

NIGHT LETTERS

Overnight plain-language messages.

URGENTS

Messages taking precedence over all other messages except government messages

CABLE SERVICES

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT—	—	—	—	—	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words	—	—	—	—	35¢
LOCAL CITY TELEGRAMS —	—	—	—	—	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — 35¢
(Additional Words, 2¢ each)

GREETINGS AT

Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Thanksgiving

CONGRATULATIONS ON

Anniversaries Wedding
Birthdays Commemorative
Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

December 4, 1946

Senator Wayne L. Morse,
U. S. Senate,
Washington, D. C.

My dear Senator:

The Port of Astoria, as you probably know, owns the Clatsop Airport

the account of

\$

CABLE	
ORDINARY	
DAY RATE	
DEFERRED	
NIGHT RATE	
DEFERRED	
CHECK CLASS OF SERVICE	
OR THE MESSAGE WILL BE	
AS A TELEGRAM OR	
BY CABLEGRAM	

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
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- The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unreported message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at rate beyond the sum of five hundred dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.
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25¢

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Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Thanksg

TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words — — — — —

35¢

LOCAL CITY TELEGRAMS — — — — —

20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — — — —
(Additional Words, 21¢ each)

35¢

CONGRATULATIONS ON
Anniversaries Weddings
Birthdays Commencement
Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams "P"
Kidnograms (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

December 4, 1946

Senator Wayne L. Morse,
U. S. Senate,
Washington, D. C.

My dear Senator:

The Port of Astoria, as you probably know, owns the Clatsop Airport that has been leased during the war period to the U. S. Navy for one dollar (\$1.00) per year and the runways, taxiways and parking strips, all of which are on Port owned property have been turned back to the Port of Astoria by the Navy for commercial and civilian flying.

The West Coast Airlines is starting its scheduled flights within the next few days between Bellingham, Wash. and Medford, Oregon, including Astoria as one of its stops with two flights a day, north and south.

In our vicinity, we have frequent low ceilings and cloudy weather. The radio range station which is now installed at Clatsop Spit and has been in use by the Navy which is known as YA2 Radio Localizer with Identification Letters NKE and Conversion Kit which station is apparently imperative for safe approach and landings by pilots of commercial planes and others.

The Port of Astoria has agreed with the CAA at a meeting some weeks ago to bear the expense of maintenance of this station and the power costs but we are advised that it may be returned to the CAA and pressure brought by others for the removal of this range station to points where it would not be as necessary as in our location.

Knowing of your having been in Europe, I sent the enclosed telegram to Senator Cordon, which also gives more specific data on the necessity of maintaining this range station. We have a very fine airport and the West Coast Airlines have established a local office at the Airport, leased from the Port. There are two flying schools--The Rambeau Flight Service and the Inman School of Flying and we are urgently requested by these various units to maintain this station. There has been certain buildings turned over to us by the Navy and a restaurant and lounge room for pilots is practically ready for occupation at this time and the loss of the range station requested would be a severe blow to our community.

I am supported in this request by the City of Astoria, Clatsop County and

Page - 2 -

Senator Wayne L. Morse

12-4-46

the Astoria Chamber of Commerce and if there is anything you can do to secure a continuation of this station, we would consider it a distinct favor.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

NRB:wd
enc.

ie account of

\$

TELETYPE	DEFERRED
CABLE	
ORDINARY	
URGENT	
RATE	
DEFERRED	
NIGHT	
LETTER	
SHIP	
RADIOGRAM	
Class of service message will be telegram or telegram	

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

WASHINGTON DC
DECEMBER 11, 1946

MR. BARTLETT
PORT OF ASTORIA
ASTORIA, OREGON

AS SENATOR MORRIS HAS NOT AS YET RETURNED FROM EUROPE I HAVE CONTACTED
THE CAA IN CONNECTION WITH THE RADIO RANGE STATION AT CLATSOP SPIT
AND AS SOON AS A REPORT IS RECEIVED I SHALL GET IN TOUCH WITH YOU

HELEN K KIEFER
SECRETARY ~~TO~~ SENATOR MORRIS

2:30PM
WD

NATIONAL BANK OF COMMERCE OF SEATTLE

OPM

PORT OF ASTORIA
ASTORIA, OREGON

RELEASE TO COLUMBIA RIVER SALMON COMPANY FROM WAREHOUSE
RECEIPT NUMBER 7201BLUE LETTER A WHITE TUNA HALVES
525 CASES SEA CLUB TUNA FLAKES 300 CASES WRITTEN RELEASE
BEING MAILED

NATIONAL BANK OF COMMERCE OF SEATTLE
ASSISTANT CASHIER

2:30PM
WD

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For unreported message rate is charged in addition. Unless otherwise indicated on its face, this is an unreported message and paid for as such, in consideration whereof it is the property of the sender and this Company as follows.

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unreported message rate beyond the sum of five hundred dollars, nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the reported message rate beyond the sum of five hundred dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.
2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, or for the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message is deemed to have valued the message, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated message is agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.
3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach the addressee.
4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a message by an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of less than 5,000 inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the office of the Company; in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make deliveries, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of a charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by the Company's messengers, he acts for that purpose as the agent of the sender.
5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such an office, the Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the date of transmission, provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 411 of the Communications Act of 1934.
6. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be subject to rebuttal by competent evidence.
7. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes.
8. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS

A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-10 words, at a lower rate.

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS

Overnight plain-language messages.

URGENTS

Messages taking precedence over all other messages except government messages.

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT—	—	—	—	—	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words	—	—	—	—	35¢
LOCAL CITY TELEGRAMS —	—	—	—	—	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT

Christmas	New Year
Valentine's Day	Mother's Day
Jewish New Year	Thanksgiving

CONGRATULATIONS:

Anniversaries	Weddings
Birthdays	Commencement
Birth of a Child	

MISCELLANEOUS

Bon Voyage telegrams	Kiddiegrams (No 35¢ rate)
----------------------	---------------------------

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

to the account of

CLASS OF SERVICE DESIRED	
DAY	CABLE
☐	ORDINARY
☐	URGENT RATE
☐	DEFERRED
☐	NIGHT LETTER
☐	RADIOGRAM

Check class of service
otherwise the message will be
treated as a telegram or
radio cablegram

WESTERN UNION

1217-B

\$

CHECK
ACCOUNTING INFORMATION
TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

SEATTLE, WASHINGTON
NOVEMBER 21, 1946

PORT OF ASTORIA
ASTORIA, OREGON

FROM WAREHOUSE RECEIPT 7201 RELEASE TO COLUMBIA RIVER SALMON COMPANY
500 CASES SOLID TUNA WE ARE MAILING RELEASE

NATIONAL BANK OF COMMERCE OF SEATTLE

OPM

PORT OF ASTORIA
ASTORIA, OREGON

RELEASE TO COLUMBIA RIVER SALMON COMPANY FROM WAREHOUSE
RECEIPT NUMBER 7201 BLUE LETTER A WHITE TUNA HALVES
525 CASES SEA CLUB TUNA FLAKES 300 CASES WRITTEN RELEASE
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ASSISTANT CASHIER

2:30PM
WD

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- The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach the destination.
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12-40

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A full-rate expedited service.

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A deferred service at lower than the standard telegram rates.

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Messages sent in sections during the same day.

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A service to ships at sea, in all parts of the world. Plain language or code language may be used.

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-10 words at a lower rate.

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate messages.

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Messages taking precedence over all other messages except government messages.

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TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — — — — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT

Christmas New Year
Valentine's Day Mother's Day
Jewish New Year That

CONGRATULATIONS

Anniversaries Weddings
Birthdays Commencement
Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

October 21, 1946

National Steel Construction Co.,
500 Myrtle Street,
Seattle, Washington.

The account of

\$

TYPE DESPATCH	
CABLE	
ORDINARY	
URGENT	
RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	

Check class of service
the message will be
as a telegram or
cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

SEATTLE, WASHINGTON
NOVEMBER 8, 1946

PORT OF ASTORIA
ASTORIA, OREGON

RELEASE TO COLUMBIA RIVER SALMON COMPANY FROM WAREHOUSE

RECEIPT NUMBER 7201BLUE LETTER A WHITE TUNA HALVES

525 CASES SEA CLUB TUNA FLAKES 300 CASES WRITTEN RELEASE

BEING MAILED

NATIONAL BANK OF COMMERCE OF SEATTLE
ASSISTANT CASHIER

2:30PM

WD

October 21, 1946

National Steel Construction Co.,
500 Myrtle Street,
Seattle, Washington.

Gentlemen:

In 1941 Ek Plumbing Co. installed one of your guaranteed electric water heaters, Serial No. 21166, for us. The tank in this heater has started to leak and will perhaps have to be replaced. The company which installed it advise us that they no longer represent you and we would appreciate it if you would let us know what steps to take to secure a new tank under your guarantee.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

November 20, 1946

National Steel Construction Co.,
500 Myrtle Street,
Seattle 8, Washington.

Attention: Mr. Arthur J. Angove

Dear Sir:

Last month we wrote you about one of your electric water heaters which we thought had developed a leak. This was the information given us by the plumber who installed the tank when he inspected it for us. Before preparing it for shipment, we again had it checked and found that the leak was not in the tank but in one of the connections and we have had this repaired here so will not have to ship the tank to you.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

September 23, 1946

Mr. E. G. Newbill,
P. O. Box 511,
Klamath Falls, Oregon.

Dear Pete:

I have your letter of September 18th in regard to the Port of Astoria Airport and note that you were down here during the salmon derby and wish that you would have called so I could have been able to explain things more fully, however all that the Navy has turned over to the Port of Astoria to this date is the use of the runways, taxi-ways and parking aprons and while we have made application for the control tower, hangars, some other buildings and considerable equipment that has been approved to us by the CAA, we have not yet had advice on this additional equipment from the Naval District.

Mr. Ed Parsons was advised by the Board of Commissioners as an agent for the Port in regard to the Airport in working up schools, data, etc. and it appears now that there would be room for two competitive flying schools.

The West Coast Airlines has practically completed negotiations with the Port for scheduled flights--two landings and two take-offs each day. This operation is between British Columbia and Klamath Falls.

I wrote to Leo Arany a couple months ago but he has gone into an electrical store and advised me that it would take a very lucrative offer for him to give up his present business and have not heard from him since.

Should you be further interested, I would advise you to write direct to Ed Parsons, Manager of KAST, Astoria, Oregon, as we are taking matters up with him in regard to future conditions at the Airport.

I understand that Irving Allen of Seaside has sold his strip down there to someone by the name of Ilman and they expect to operate from our field as soon as they can make arrangements.

I am very glad to have had your letter and thank you for remembering me in regard to our negotiations in the past.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

SERVICE DESIRED	
CABLE	
ORDINARY	
URGENT RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	

check class of service the message will be as a telegram or cablegram.

COPY OF WESTERN UNION TELEGRAM

WASHINGTON, D.C.

PORT OF ASTORIA
ASTORIA, OREGON

SEVENTEENTH WAR ASSETS ADMINISTRATION CHECKING YOUR RANGE STATION
AND PROMISES REPORT SHORTLY STOP WAR ASSETS ADMINISTRATION WORKING
WITHOUT COST TO COMMUNITIES INVOLVED

WALTER NORBLAD MC

SHIP RADIOGRAM

check class of service the message will be as a telegram or cablegram.

UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

TIME FILED

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WASHINGTON, D.C.

PORT OF ASTORIA
ASTORIA, OREGON

PROCESS OF DECLARING RADIO RANGE STATION SURPLUS BY CIVIL AERONAUTICS
ADMINISTRATION NOT YET COMPLETED STOP WAR ASSETS ADMINISTRATION WORKING
WITH CIVIL AERONAUTICS ADMINISTRATION AND EXPECTS DEFINITE WORD WITHIN
SEVERAL DAYS

WALTER NORBLAD MC

30PM



December 18, 1946

Honorable Walter Norblad,
Member of Congress,
House Office Building,
Washington, D. C.

Dear Congressman:

the account of

3

CABLE	
ORDINARY	
URGENT	DATE
DEFERRED	
WIRE	LETTER
TELEGRAM	

check class of service
 use the message will be
 and as a telegram or
 wire telegram

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
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WASHINGTON, D.C.

RT OF ASTORIA
TORIA, OREGON

PROCESS OF DECLARING RADIO RANGE STATION SURPLUS BY CIVIL AERONAUTICS
ADMINISTRATION NOT YET COMPLETED STOP WAR ASSETS ADMINISTRATION WORKING
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Valentine's Day Mother's Day
Jewish New Year Thanksgiving

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Anniversaries Weddings
Birthdays Commencement
Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams "Pe
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

December 18, 1946

Honorable Walter Norblad,
Member of Congress,
House Office Building,
Washington, D. C.

Dear Congressman:

Thanks for your wire in regard to my wire of the 17th in regard to War Assets Administration checking range station in connection with the Clatsop Airport.

We received today a copy of a letter from the Office of Real Property Disposal, War Assets Administration, McDermott Building, Seattle 1, Washington, addressed to Office of Real Property Disposal, War Assets Administration, Swan Island, P. O. Box 4062, Portland 8, Oregon, subject matter of which has referred our letter to the Seattle office of the War Assets Administration in Seattle to the Portland Office of Real Property Disposal by the War Assets Administration.

We have not yet heard from the agent at the Portland Office of the War Assets Administration but we thank you for your interest and efforts in the matter and trust that we may be able to acquire this station for use in connection with the operation of the Clatsop Airport as an emergency requirement in connection with commercial and civilian flying from our field.

It appears now that the matter has been referred to the Portland Office as above but we have not as yet heard from them.

Again, thanking you for your consistent follow-up on this matter, we are,

Very truly yours,
PORT OF ASTORIA,

By _____
Mahager

July 12, 1946

Norpac Shipping Co., Inc.,
Lewis Building,
Portland 4, Oregon.

REF: EWB-392

Gentlemen:

As requested in your letter of July 10th, we are mailing under separate cover two copies of Port of Astoria Tariff No. 6 with all changes and supplements to date.

Your name has been added to our mailing list to receive two copies of all future changes.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

July 12, 1946

W. F. Varnell, Executive Sec'y.
Northwest Marine Terminal Ass'n.
611 Arctic Building,
Seattle 4, Washington.

Dear Mr. Varnell:

We are enclosing six copies of Special Supplements Nos. 4 and 5 to Port of Astoria Tariff No. 6. Please file one copy of each with the Maritime Commission and the others are for your office.

We would of had these in your office last month but were unable to get them from the printers any sooner.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

July 11, 1946

Oregon Insurance Rating Bureau,
401 Lumbermen's Building,
Portland 7, Oregon.

Gentlemen:

On June 4, 1946 we received a letter from your Assistant Engineer, Fred L. Mattson, Jr. and among other things demanded was the replacement of twenty-two Globe Mechanical Dry Pipe Valves.

I secured prices from six different Dry Pipe Valve Manufacturers selected from the list which you sent to me of approved Underwriters Dry Pipe Valves. We have obtained these prices and find that the valves f.o.b. Astoria and the installation will cost us approximately \$8000. It appears to us that this is a very large sum of money to spend on such replacements and when the matter was presented to our Board on Tuesday evening, the 9th instant last, our Commissioners objected to such an investment--if there is any possibility of correcting the fault that your Mr. Mattson brought up.

Our engineer feels that with an occasional application of penetrating oil, that the valves would trip. Will you kindly write me advising whether or not there is any way we could correct the object you have to these old Globe Valves. We have endeavored in the past thirty years to comply strictly with your recommendations and believe that our cooperation has been a hundred per cent. This, however is of considerable importance to us at the moment and if there is any manner in which we can satisfy your engineering department, we would appreciate your advice.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

July 18, 1946

Oregon Insurance Rating Bureau,
401 Lumbermen's Building,
Portland, Oregon.

Gentlemen:

We are enclosing you herewith a triplicate copy of an order placed today with Mr. G. C. Culver, Representative of the Globe Automatic Sprinkler System, 11250 Greenwood Avenue, Seattle, Wash., in regard to the purchase from the Globe people of the twenty-two (22) Dry Pipe Valves and two fire alarm gongs as demanded by you in your letter of July 16, 1946 to replace the obsolete valves on Pier One, Port of Astoria.

We have requested that Mr. Culver advise you of the type of valves that he proposes to furnish in order that we may be assured that the valves to be furnished are in accordance with your requirements and if there should be any objection from the standpoint of your office, please advise as we want these valves to be strictly in accordance with your requirements.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

November 16, 1948

Mr. Lee Devaney, Chairman,
Oregon State Board of Aeronautics,
Lumbermen's Building,
Portland, Oregon.

Dear Mr. Devaney:

I am merely advising you that the Clatsop Airport, under the operation of the Port of Astoria, is being used with two flying schools having been inaugurated, in addition to private planes stationed on the field. West Coast Airlines have been making some courtesy flights in preparation for their scheduled flights which tentative period is now set to begin about the twentieth of this month.

Trusting this may be of interest to you, I
am,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

For plat of Clatsop Airport, see reverse side.

July 2, 1946

Millsbury Mills, Inc.,
811 Lewis Building,
Portland 4, Oregon.

Attention: Rhys G. Parker

Gentlemen:

We are in receipt of your letter of July 1st in which you stated you were enclosing a letter received by you from Lidell & Clarke, Inc., referring to dock charges on a car of flour diverted to Astoria for the M/S IDAHO.

Apparently the Lidell & Clarke letter was overlooked when yours was mailed as we did not receive it and will appreciate it if you will check into the matter and see that it is forwarded.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

July 8, 1946

Public Employes Retirement System,
Park Building,
729 S. W. Alder Street,
Portland 5, Oregon.

Gentlemen:

We are in receipt of Form RS-1 and in checking it with our records, find that in some cases the rates shown by you do not correspond with Form RS-A25 which were filed for Port Employes.

The following employes who elected to contribute at the rate of five percent (5%) have all been listed by you at the fixed rates:

<u>Name</u>	<u>No.</u>
Leo Lundman	17351
Alden Redfern	17352
Leo M. Kaario	17356
Andrew Carlson	17368
Frank Geisler	17364
Raymond Gould	17371
Fritz Schroder	17373

Will you please check your records and make the necessary corrections.

Very truly yours,
PORT OF ASTORIA,

BY

Office Manager

JRB:wd

December 4, 1946

Carl R. Schenker, Manager,
Pacific Northwest Division,
Ellsbury Mills, Inc.,
1 Lewis Bldg.,
Portland 4, Oregon.

the account of

\$

SERVICE DESIRED	
CABLE	
ORDINARY	
URGENT	DATE
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	
check class of service the message will be as a telegram or y cablegram.	

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

LOS ANGELES, CALIFORNIA
JULY 8, 1946

R. R. BARTLETT
PORT OF ASTORIA
ASTORIA, OREGON

TOTAL SHIPPING WEIGHT 11,800# LOCAL CAR LOADING COMPANY ESTIMATES \$3.85 PER
HUNDRED REQUESTING RATE FOR YOU FROM OUR FACTORY IN MASSACHUSETTS

H. W. BRADY
ROCKWOOD SPRINKLER CO.

2:10PM
WD

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, an unrepeat message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeat message and paid for as such, in consideration whereof it is agreed that the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeat rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message received for transmission at the message rate is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination. 4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic or an incoming cable or radio message covers its delivery within the following limits. In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company. In cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of an additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone or by mail.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such office by the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the date of the transmission of the message, provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS

A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-letter groups, at a lower rate.

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS

Overnight plain-language messages.

URGENTS

Messages taking precedence over all other messages except government messages.

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT —	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words —	35¢
LOCAL CITY TELEGRAMS —	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — 35¢
(Additional Words, 2 1/2¢ each)

GREETINGS AT

Christmas	New Year	Fa
Valentine's Day	Mother's Day	Th
Jewish New Year	Thanksgiving	

CONGRATULATIONS ON

Anniversaries	Weddings
Birthdays	Commencement
	Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams	"Pep"
Kiddiegrams (No 35¢ rate)	

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

December 4, 1946

Mr. Carl R. Schenker, Manager,
Pacific Northwest Division,
Hillsbury Mills, Inc.,
11 Lewis Bldg.,
Portland 4, Oregon.

on the account of

\$

SERVICE DESIRED
CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
WIRE
TELETYPE
check class of service as the message will be sent as a telegram or by cablegram

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

SACRAMENTO CALIFORNIA
JULY 2, 1946

R. BOWLER,
PORT OF ASTORIA,
ASTORIA, OREGON.

SENATE COMMERCE COMMITTEE REPORTED RIVERS AND HARBORS OMNIBUS BILL HR 6407
FAVORABLY TWO WEEKS AGO BUT NO SENATE ACTION YET UNLESS CALLED UP FOR
CONSIDERATION QUICKLY THERE IS GRAVE DANGER OF NO RIVERS AND HARBORS BILL
WE URNESTLY SUGGEST YOU WIRE YOUR SENATORS STRONGLY URGING THEY INSIST UPON
IMMEDIATE ACTION ON THIS BILL.

SACRAMENTO CHAMBER OF COMMERCE
W. G. STONE

9:15AM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, unrepeat message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeat message and paid for as such, in consideration whereof it is agreed that the sender of the message and this Company as follows:

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2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message received for transmission at the unrepeat message rate is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariff of the Company, the amount paid for the transmission of a domestic or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of more than 5,000 inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of an additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telegraph within the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such office through the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the date of the transmission of the message, provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be subject to rebuttal by competent evidence.

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Anniversaries	Weddings
Birthdays	Commencement
	Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams	"Pep"
Kiddiegrams (No 35¢ rate)	

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

December 4, 1948

Mr. Carl R. Schenker, Manager,
Pacific Northwest Division,
Pillsbury Mills, Inc.,
811 Lewis Bldg.,
Portland 4, Oregon.

Dear Mr. Schenker:

I have your letter of November 30th in regard to the article in the Oregon Journal in regard to shoal water at the face of Pier One, Port of Astoria Terminals where all of the cargo ships taking flour must necessarily berth as it is the only berth left us by the Navy.

The report was erroneous in that a minimum of 26 feet was mentioned and I beg to advise that we have taken soundings by experienced marine men on three different occasions and cannot confirm the report. We have taken lead soundings on two different occasions and drag soundings on one occasion and while there are one or two spots next to the fender piling on the face of the pier of 28 feet below zero tide 10 feet off of the face of the pier which would clear the dead rise on a cargo ship, there is nothing less than 30 feet below mean lower low water.

The "Paducah Victory", drawing 30 feet aft, as you know, came in and loaded flour on Saturday last. The "Henry L. Stephens" is loading a thousand tons yesterday afternoon and this forenoon. These ships were able to pull into the dock and tie up without difficulty with the exception of a strong ebb tide which had a tendency to hold the ships a little off the face which caused some difficulty in drawing them in to the face of the pier however you will understand that if they were touching bottom, they would not be able to draw them in against the pier. Our conclusion therefore is that the trouble encountered by the "Wm. Paca" was due to an offset of the current on the ebb tide which is at times noticeable. We are again on Monday next making another drag clean-up next to the face of the pier and will again take soundings and will do everything in our power to overcome any question of lack of depth for berthing cargo ships. We are just as vitally interested as yourselves in this matter.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

November 25, 1946

Charles H. Schimpff,
725 Holladay Road,
Pasadena 5, California.

Dear Sir:

Answering your letter of November 21st,
I have referred this matter to the Pacific Business
Service Co., 170 Tenth St., Astoria, Oregon, for reply.
They are in possession of the plates for the maps that
you want. Mr. Stewart has advised me that he would
write you at once.

Very truly yours,
PORT OF ASTORIA,

By: _____
Manager

RRB:wd

November 27, 1948

F. C. Schmitz,
Lieutenant, USCG,
Commanding,
CGC ONONDAGA
Seattle, Washington.

Dear Sir:

Mr. Bartlett has just handed your letter of November 13th, regarding a berth for the "Onondaga," to the writer for a reply. Through an oversight, your letter was filed when received and we wish to apologize for this long delay in answering it.

We are assigning space on the face of our Pier One as a permanent berth for the "Onondaga". This is the only berthing space controlled by the Port as the Navy is occupying all other berthage space at our terminal. This berth will be available about 80% of the time. The other 20% of the time, we shall have to have it to accommodate cargo ships which stop here to pick up flour which is ground at the flour mill located on the pier. We believe however that during the time freighters are taking cargo, there will be sufficient room at the end of the wharf to tie up your ship temporarily.

Our charge for berthage would be nominal and would not exceed thirty dollars (\$30.00) per month. We do not have any wharfage space adjacent to the berth which is not now rented but expect to have space on the same pier as soon as the Navy has signified its intention to return to the Port on December 1st a large section of the transit shed which they are now occupying. We have no regular tariff charge for warehouse space but will be pleased to discuss this with you when we know how much space you will require and can assure you that the charge will be reasonable.

We are most anxious to have the "Onondaga" stationed here permanently again and shall cooperate in any way possible. If there is any further information desired by you, please feel free to call upon us at any time.

Very truly yours,
PORT OF ASTORIA,

October 10, 1946

Mr. A. M. Scott,
1629 N. Ross,
Portland, Oregon.

Dear Mr. Scott:

I have received from the Portland Grain Exchange an invitation to a testimonial dinner honoring yourself, to be given at the Portland Golf Club on Tuesday, October 15th, under the auspices of the Grain Exchange.

I certainly appreciate the receipt of this invitation as undoubtedly in the grain, milling and feed trades are.

Recently, I have been in the hospital and am taking life quite a lot easier and do not feel like making the trip and trust that you will accept my letter in lieu of being present at the dinner.

Mr. Bowler also expresses his best wishes to you.

When you are down this way digging clams at your beach house, we would be very glad to have you stop in and see us as I no doubt in the near future will be in the same class with not too much to do.

Wishing you the best of everything, I am,

Sincerely yours,
PORT OF ASTORIA,

By _____
Manager

December 23, 1946

Port of Seattle,
P.O. Box 1878,
Seattle, Wash.

Attention: Mr. J. J. Usher

Dear Mr. Usher:

In reply to your letter of December 17th, we wish to advise that the Port of Astoria filed emergency charge supplements giving effects to increases as follows:

Effective July 15, 1946	---	50%
Effective Dec. 25, 1946	---	50%

Very truly yours,
PORT OF ASTORIA,

By _____
Traffic Manager

JRB:wd

November 13, 1946

Secretary of State,
Salem, Oregon.

Gentlemen:

We are enclosing a copy of the report of the auditors for the Port of Astoria for the fiscal year July 1, 1945 to June 30, 1946. A check in the sum of twenty-five dollars (\$25.00) to cover the filing fee is enclosed also.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:WD
enc.

September 16, 1948

Shell Oil Co.,
Terminal Sales Bldg.,
Portland 5, Oregon.

Gentlemen:

We are enclosing your check for one dollar (\$1.00) which was mailed to us in payment of the annual rental for space at the Clatsop Airport for an Oil Distributing Station. This lease agreement expired this year and there are no further payments due on it.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

November 22, 1946

Shell Oil Co.,
Astoria, Oregon.

Gentlemen:

Permission is hereby granted to the
Shell Oil Co. for distributing and delivering
petroleum products at the Clatsop Airport, subject
to the conditions and terms of our letter dated
November 22, 1946.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd



July 9, 1946

Mr. Guy W. Spicer,
County Assessor of Clatsop County,
Astoria, Oregon.

Dear Sir:

This is to notify you that the Commissioners of the Port of Astoria, in accordance with legal advertisement, met as a Levying Board at 7:30 p.m., July 9, 1946, for the discussion of the tax levy of the Port of Astoria with the taxpayers of the Port District. A copy of the resolution levying the tax for the fiscal year beginning July 1, 1946 and ending June 30, 1947, is attached hereto.

Please accept the attached resolution as instructions from the Port of Astoria Commission to include the levy of \$150,000.00 to be collected for the Port of Astoria in the general levy to be made.

Very truly yours,
PORT OF ASTORIA,

By _____
Secretary

MJJ:wd
enc.

November 22, 1948

Standard Oil Company,
Astoria, Oregon.

Gentlemen:

Permission is hereby granted to the Standard Oil Company for distributing and delivering petroleum products at the Clatsop Airport, subject to the terms and conditions of our letter dated November 22, 1948.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 9, 1946

State Treasurer
State of Oregon
Salem, Oregon

Dear Sir:

As required by law, we are submitting herewith a copy of the budget of the Port of Astoria as finally adopted by the Levying Board of the Port of Astoria, showing a levy of \$150,000.00 for the fiscal year beginning July 1, 1946 and ending June 30, 1947.

This is in compliance with Chapter 6, Oregon Laws, Second Special Session 1933.

Very truly yours,
PORT OF ASTORIA,

By _____
Secretary

MJJ/wd
enc.

December 2, 1946

Mr. Edwin A. Stone,
Executive Secretary,
Northwest Marine Terminal Association,
611 Arctic Building,
Seattle 4, Washington.

Dear Mr. Stone:

We are enclosing four (4) copies of
Special Supplement No. 6, Port of Astoria Tariff
No. 6. Will you please file whatever copies are
necessary with the Maritime Commission.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

December 30, 1946

Sudden & Christenson, Inc.,
Henry Building,
Portland 4, Oregon.

Attention: Mr. A. H. Canton

Gentlemen:

We are in receipt of your letter of December 24th, relative to the M/S "GRANVILLE" which is scheduled to load flour at Astoria January 8th and 9th. As requested, we are reserving a berth for the vessel on those dates.

It will be satisfactory with us to load the truck load of flooring which you state has been ordered from the Wauna Lumber Co. We will not have any covered storage for this flooring so, unless it will be alright for this to be out in the weather, arrangements should be made to have it delivered to our terminal after the vessel arrives.

Very truly yours,
PORT OF ASTORIA,

B y _____
Office Manager

JRB:wd

cc: Mr. Schenker
Pillsbury Mills, Inc.
Lewis B Bldg.,
Portland 4, Ore.

December 10, 1946

Port of Tacoma,
Tacoma 1, Washington.

Attention: Mr. Osgood, Manager

Dear Sir:

This is in reference to your letter of December 6th, in regard to belt line railways. We would be glad to help in any way we can but at this time we have no belt line railroad in operation. The tracks have been removed and we doubt whether or not under the circumstances we would be of any help at the hearing on January 29th. If there is anything otherwise we can do, please advise and we would be very glad to help in any way we can.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

November 22, 1946

Taylor Instrument Co.,
Rochester, N. Y.

Gentlemen:

We have one of your recording barometers which was purchased many years ago. The clock on this barometer needs cleaning, oiling and adjusting. Please advise us if you can do this work if the clock is shipped to you.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

December 9, 1946

Taylor Instrument Companies,
P. O. Box 110,
Rochester, 1, N. Y.

Attention: Mr. H. A. Seekins
Repair Sales Department
Gentlemen:

We are forwarding to you by parcel post, the
clock from our Recording Barometer. Will you please clean
and adjust and return it to us as soon as possible.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

August 19, 1946

Mr. J. M. Teague,
Clerk, Airport Comm.
McMinnville, Oregon

Dear Sir:

This will acknowledge your letter of August 18, 1946 in regard to possible charges to be made for accommodations at various airports on the proposed scheduled flights. You mentioned the Northwest Airlines but we have had no inquiry from them but we have had from the West Coast Airlines through the Assistant Operations Manager, Mr. Code, and have been thinking about writing you the same letter to ascertain what charges you might be planning on making.

Mr. Code in his letter to us asked for two rooms in the southeast corner of the control tower but we do not yet have the ownership of this building as it has not yet been declared surplus. We are expecting to make them a charge per landing and a charge for the rental of the rooms asked for which possibly may include metered electric service. I brought this matter up to our Board of Commissioners at our last Tuesdays meeting on the 15th but was advised to ask the West Coast Airlines to send a representative here to negotiate a satisfactory arrangement for them.

Should we lease them the facilities they have asked for at the present time, we would have to indemnify the Navy against loss or damage to the building until such time as it is declared surplus which would necessitate our carrying adequate insurance to protect ourselves against such guarantee. Should we decide on any rates, I will be glad to advise you of such.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

November 20, 1946

Mr. J. M. Teague,
Clerk, Airport Commission,
McMinnville, Oregon.

Dear Mr. Teague:

In your letter dated August 16th, you inquired as to rates we were establishing with the Northwest Airlines and I explained to you on August 19th that we had had no connection with the Northwest Airlines.

The West Coast Airlines have made a lease with us on the basis of thirty dollars per month for room in the control tower which also is large enough to accommodate passenger waiting room and express.

In addition to the rental of this room, they pay us five percent (5%) on the gross earnings originating at our Airport. You may or may not have made similar arrangements but I advised you that I would let you know when and if the matter was settled with us.

I am enclosing you herewith a schedule of rates adopted for scheduled non-scheduled transient rates and rates for local flyers both in hanger space and on tie-down parking area.

Trusting this will answer your inquiry, I am,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

For plat of Clatsop Airport, see reverse side.

November 22, 1946

Union Oil Co.,
Astoria, Oregon.

Gentlemen:

Permission is hereby granted to the
Union Oil Company for distributing and delivering
petroleum products at the Clatsop Airport, subject
to the conditions and terms of our letter dated
November 22, 1946.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 25, 1946

United States Department of Agriculture
Production and Marketing Administration
Shipping and Storage Branch
201 Terminal Sales Building
Portland 5 Oregon

Re: VR-EG

Gentlemen:

We have your letter of July 24th advising that your San Francisco office will not negotiate any formal contracts with terminal operators and that all charges for your branch will be handled on an Order for Service basis.

At the present time there is only one charge for which we can make an invoice and this is in excess of \$2500. We do not know how this can be broken down into smaller amounts as it covers wharfage on one lot of flour. This flour will be loaded out within the next week and we will then have handling charge which will also exceed \$2500 and unless we can make vouchers for part of the wharfage and part of the handling charges on this same lot, we will not be able to keep them under the \$2500 mentioned in your letter.

We do not have any of the voucher forms which you mentioned and ask that you mail us a supply and at the same time advise us if we can prepare more than one voucher each covering part of a service for one lot of a commodity.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 2, 1946

United States Department of Agriculture
Production and Marketing Administration
Marketing Facilities Branch
435 U. S. Court House
Portland 5, Oregon

Attention: Mr. J. H. Savage

Gentlemen:

Mr. Bartlett has handed your letter of July 1st to the writer for reply.

A few days after Mr. Reese was in our office, we received a letter from the Shipping and Storage Branch of your department, located in the Terminal Sales Building, advising that they had been informed by the San Francisco office that no formal contract would be negotiated with any of the terminal operators. For this reason we did not think it necessary to complete the forms left by Mr. Reese however we still have them and if you wish them completed, please advise us and we will fill them out and return them as soon as possible.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 20, 1946

United States Department of Agriculture,
Production & Marketing Administration,
201 Terminal Sales Building,
Portland 5, Oregon.

Attention: Mr. H. E. Baker

Dear Mr. Baker:

We are enclosing invoices together with vouchers partially completed for all of our charges on the flour which was stored at this terminal and which was shipped on the "Whitman Victory" and the "E. A. Christenson".

We do not know just how much information you wished on the vouchers and trust you will complete them in your office so that the bills can be paid. We hope that you will find the papers in order and will be able to mail us checks at an early date.

Very truly yours,
PORT OF ASTORIA,

By _____
Traffic Manager

JRB:wd
enc.

October 5, 1946

United States Department of Agriculture,
Production & Marketing Administration,
Shipping and Storage Branch,
201 Terminal Sales Bldg.,
Portland 5, Oregon.

File Reference: VR-SAC

Gentlemen:

We have prepared three new vouchers
to replace those mailed to us in your letter of
October 1 and trust that these are now in order
so that they may be processed for payment.

Very truly yours,
PORT OF ASTORIA,

By _____
Traffic Manager

JRB:wd
enc.

July 3, 1946

U. S. Engineers Office,
Pittock Block
Portland, Oregon.

Attention: Mr. Hickson.

Gentlemen:

Will you kindly send to the Port of Astoria,
a map showing the pierhead and bulkhead lines in
Youngs Bay, upstream from the County highway bridge--
between the bridge and the mouth of the Walluski
River.

Thanking you, I am,

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 1, 1946

Public Works Officer,
U. S. Navy,
Tongue Point,
Astoria, Oregon.

ATTENTION: Mr. F. M. Grunwald

Dear Sir:

We are enclosing you herewith one of our
office copies, dated September 10, 1945 to the
Commanding Officer, Naval Station, Astoria, Oregon,
which is the letter you requested today.

Very truly yours,
PORT OF ASTORIA,

By _____

Manager

RFB:wd
enc.

July 1, 1946

Commander, Naval Air Bases,
Thirteenth Naval District,
Naval Air Station,
Seattle 5, Washington.

REF: NAB13/AA-2/N1-9/(25:1e)
Serial 3361
Dated 28 June, 1946

Subj: Port of Astoria Clatsop Airport being a request for the use of
the runways, taxiways and parking area only.

Sir:

Four of the Commissioners of the Port of Astoria and the writer conferred at length today with Commander J. A. Hardin, Mr. Sattler and Mr. Froman in order to make a superficial survey of the facilities requested as suggested in your above mentioned letter--copy of which we have on hand. The agreement suggested by Commander Hardin was not acceptable to our Commissioners inasmuch as the Port of Astoria ~~was~~ made responsible for all buildings on Navy owned property which the Port of Astoria has no jurisdiction nor would not have in the future. Our interest is primarily in securing the use during the interim permit jointly with the Navy for commercial and private flying.

The enormous valuation of all of the buildings and other facilities would be far beyond the financial ability of the Port of Astoria to assume. This was also mentioned in dispatch released by Commander Hardin, dated 25 June 1946, Dispatch No. 242115. The only thing that we are interested in at the present is the property covered in the lease between the U. S. Navy and the Port of Astoria, known as NOY-(R)37095, dated August 8, 1944. Our Commissioners would like to have you signify whether or not you would grant the joint use of this original Port owned property in the above mentioned lease for joint use with the Navy without the indemnity clause holding us responsible for buildings and facilities over which we have no jurisdiction or control. It was suggested today that a separate gate and entrance could be made near the old guard house which is in direct line with the parking apron that could be used for automobile parking without interference with the Navy entrance gate.

7-1-46

You of course would understand that the Port of Astoria, a Municipal Corporation, with limited funds to be responsible for and save harmless the Government for any and all damage to their property would require carrying insurance into the millions of dollars which could not be considered under the circumstances.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

October 14, 1948

Commander, Naval Air Bases,
13th Naval District,
Via: Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

We hereby make a request for the following personal property of the Navy which is now stored at the Astoria Naval Air Station. This property would be used by the Port of Astoria in operation of the U. S. Naval Air Station, Astoria, Oregon as a civilian airport.

<u>ITEM</u>	<u>DESCRIPTION OF ARTICLE</u>	<u>QUANTITY</u>
1	Benches, Wood, Plain	20
2	BOOKCASES - Wood - 3 Sections	10
3	CABINETS - FILE - Wood	30
4	CABINET - CHART - Wood, 3 Sections, 15 Drawer	1
5	CHAIRS - OFFICE - Wood-Executive, Swivel	20
6	CHAIRS - OFFICE - Wood-Stenographer, Swivel	10
7	CHAIRS - OFFICE - Wood, Plain, Arm	30
8	CHAIRS - Metal, Leather Seat, Straightback	50
9	CHAIRS - Classroom, Wood	20
10	CHAIRS - Wooden arms, leather padded seats	32
11	CHAIRS - Wood, folding, standard	100
12	CHAIRS - Deep lounging, upholstered	7
13	CHAIRS - Deep lounging, leather upholstered	6
14	COAT TREES - Wood	20
15	DESKS - OFFICE - Wood, Typist	10
16	DESKS - OFFICE - Wood, Standard	20
17	FILE BASKETS - Wood	40
18	SAFE - "Diabold" Serial 110363	1
19	SAFE - "Mosler" Serial 133068	1
20	SAFE - "Mosler" Serial 136113	1
21	CHECK STANDS - Aircraft Engine	5
22	LINK TRAINERS - Surplus	4
23	PREHEATING UNITS - Motor Heaters	3

10-14-48

ITEM	DESCRIPTION OF ARTICLE	QUANTITY
24	TEST BENCH - Hydraulic "Chartier Munson"	1
25	TEST BENCH - Spark Plug	1
26	TEST SET - Field, Type C-1	1
27	TABLES - WORK, Wood - Shop	Misc. Lot
28	HEATERS - ELECTRIC, Small	10
29	LOCKERS - CLOTHES, fibre board	50

The following additional items are requested for operation of a civilian restaurant and Pilot's Lounge Room at Naval Air Station, Astoria, Oregon.

ITEM	DESCRIPTION OF ARTICLE	QUANTITY
30	HOT WATER HEATER- Electric, Wessex, 60-gal. capacity	1
31	HOT WATER HEATER- Electric, Fowler, 20-gal. capacity	1
32	TABLE, Chrome, serving, 8 leg Serial No. A-14389	1
33	TABLE, Chrome, water dispensing & dish storage	1
34	EDISON HOT POINT GRILL, electric, on steel stand	1
35	EDISON HOT POINT GRILL, electric, on wooden stand	1
36	KELVINATOR COOL STORAGE LOCKER(formerly installed in BOQ bar for beer cooler) with refrigerating unit attached	1
37	RUGS, large, approx. 20' x 20'	5
38	CABINETS, BOQ - Wood, for silverware & dishes	1 Set (10 pcs.)
39	DISHWASHING MACHINE - "Hobart" Model XM-2 Serial 66357	1
40	REFRIGERATOR-Restaurant, 5 Compartment "Koch"	1
41	REFRIGERATOR-Restaurant, 6 Compartment "Midwest"	1
42	SETTEES-Leather, upholstered, red	3
43	SILEX COFFEE MAKER	1
44	TABLE, SERVING, Chrome, refrigerating Compartment Attached	1
45	TABLE, wood, kitchen, with flour bins installed	1
46	MISCELLANEOUS OFFICERS DISHES	

Very truly yours,
 PORT OF ASTORIA,

By _____
 Manager

October 14, 1946

Commander, Naval Air Bases,
13th Naval District,
Via: Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

We hereby request that the Naval Air Station,
Astoria, Oregon, YA2 Radio Localizer, Identification Letters
NKE, and Conversion Kit, now installed at Clatsop Spit,
be turned over to the Port of Astoria for use in the
operation of Naval Air Station, Astoria, Oregon, as a
civilian airport.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:rd

October 25, 1946

Commander, Naval Air Bases,
15th Naval District,
Via: Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

We hereby request that the following installations at the Naval Air Station, Astoria, Oregon be turned over to the Port of Astoria, as available, for use in the operation of Naval Air Station, Astoria, Oregon as a civilian airport.

STRUCTURE

DESCRIPTION

16-1	Aviation gasoline bulk storage tank, 25,000 Gallon capacity, under ground, complete with pumping installation.
16-2	Aviation gasoline bulk storage tank, 25,000 Gallon capacity, under ground, complete with pumping installation.
16-3	Aviation gasoline bulk storage tank, 25,000 Gallon capacity, under ground, complete with pumping installation.
16-4	Aviation gasoline bulk storage tank, 25,000 Gallon capacity, under ground, complete with pumping installation.

We also request that two 2500 gallon capacity automobile gasoline bulk storage tanks, underground, complete with pumping installations be turned over to the Port of Astoria as available for use in operation of Naval Air Station, Astoria, Oregon, as a civilian airport.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

November 1, 1946

Commander, Naval Air Bases,
Thirteenth Naval District,
Via: Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

We hereby request that all buildings at
Naval Air Station, Astoria, Oregon, not previously
requested by any other agency, be turned over to the
Port of Astoria, Astoria, Oregon, for conversion
into housing units where utilities are available on
the Airport.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

November 7, 1946

Commander, Naval Air Bases,
Thirteenth Naval District,
Via: Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

We hereby request that the following personal property at the Naval Air Station, Astoria, Oregon, be turned over to the Port of Astoria, Astoria, Oregon, as available, for use in constructing and operating a housing project at the Airport.

In cases where items with numbers as listed are not now on hand, we request that substitution of similar items be made if possible.

<u>ITEM</u>	<u>DESCRIPTION OF ARTICLE</u>	<u>QUANTITY</u>
1	Level, Engineer, Class A, Item 006, Page 11	1
2	Transit, Engineer, Class A, Item 007, Page 11	1
3	Drafting Machine, Class A, Item 008, Page 11	1
4	300' Chain, Class A, Item 010, Page 11	1
5	Beam Compass, Class A, Item 011, Page 11	1
6	Straight Edge, Class A, Item 013, Page 11	1
7	Drawing Table, Glass Top	1
8	Drawing Table, Wood Top	1
9	Blue Printer, Class A, Item 316, Page 25	1
10	Developer, Class A, Item 317, Page 25	1
11	Scales 1000#, Class A, Item 273, Page 22	1
12	Spray Guns	2
13	De Walt Cut off Saw 902	1
14	Compressor, Worthington, Serial No. 66524	1
15	Drill Press, Class 6, Item 1	1
16	Hydraulic Press 5 Ton	1
17	Electric Drills	2
18	Electric Solder Iron	1
19	Vises 4" to 6"	2
20	Blow Torches	2
21	Portable Electric Grinder	1
22	Torch, Welder	1

11-7-48

ITEM	DESCRIPTION OF ARTICLE	QUANTITY
23	B Line Grinder Serial No. 1963226	1
24	Planer, Delta Electric Serial No. 33-5362	1
25	Band Saw Serial No. 21842	1
26	Pipe Threader Serial No. 7660	1
27	Welder, Arc, Portable Lincoln, Serial No. A1104083	1
28	Jack, Model TUSA Phillip Pump & Tank Co.	1
29	Typewriter, A. C. Smith, 1A1550927-12	1
30	Office Desks	2
31	Office Chairs	4
32	Letter File Cases	6
33	Cardex File Cases	4
34	Secretary Desks	2
35	Secretary Chairs	2
36	Tables, Mess & Work, Wood	30
37	Floor Lamps	30
38	Chairs, Dining, Mahogany	86
39	Chairs, Folding, Single	100
40	Crows Lockers	100
41	Chairs, Occasional, Wood	50
42	Assorted excess paints	
43	Assorted excess Sewer Pipe	
44	Crushed Rock, 550 Yds.	
45	Hand Tools, Assorted Lot	
46	International 5-Ton Dump Truck USN No. 77798	1
47	International 5-Ton Dump Truck USN No. 77793	1
48	Chevrolet 1 $\frac{1}{2}$ -Ton Dump Truck USN No. 22792	1
49	Chevrolet 1 $\frac{1}{2}$ -Ton Dump Truck USN No. 121088	1
50	Dodge 1 $\frac{1}{2}$ -Ton Stake Truck USN No. 223571	1
51	Pontiac Station Wagon 7 Passenger USN No. 22389	1
52	Ford Jeep USN No. 87554	1
53	Auto Car, Crash Crane Truck 6 x 6 - 6 Ton USN No. 126582	1
54	Semi Trailer, Preuhaus 12 $\frac{1}{2}$ Ton USN No. 92907	1
55	Reo International 5-Ton Stake Truck USN No. 77494	1
56	Crane Car USN No. 26875	1
57	Seagrave 750 Fire Truck USN No. 48107	1
58	Chrysler Pumper, Trailer USN No. 100211	1
59	Chrysler Pumper, Trailer USN No. 100253	1
60	Caterpillar R4 USN No. 26877	1
61	Road Sweeper	1
62	Sewage Pumps, Gas Engine Powered	2

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

November 16, 1946

Captain Lignon B. Ard,
Commanding, U. S. Naval Station,
Tongue Point,
Astoria, Oregon.

Sir:

A reply to your letter of November 1st, relative to the return of Transit Sheds on Piers 1 & 3 to the Port of Astoria, has been delayed until the premises could be inspected and the letter referred to the Port Commissioners.

This inspection has now been made and the matter was considered by the Commissioners at their regular meeting held Tuesday, November 12th. From the standpoint of the physical condition of the sheds, no objections were made to accepting them and it was felt that a continuation of the Navy's provisions for fire protection which you mentioned would be satisfactory as this could be a distinct benefit to both parties.

The Navy's plan to retain all berthing spaces at both piers was discussed at length as the Transit Sheds would have very little, if any, value to the Port unless they could be used for cargo which would move by ship and they could not be used in that way until cargo ships could be berthed alongside. For this reason, no formal action was taken on accepting the property as the Commissioners would like to know before they accept it, what, if any, adjustment the Navy expects in rentals paid under their present leases.

We would be pleased to call a special meeting of the Port Commissioners at any time to discuss with Naval Officers this matter of rent adjustment and if you will advise us when it is convenient for you to meet for this purpose, we shall immediately notify our Board.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

September 14, 1946

Security Officer,
U. S. Naval Station,
Port Docks,
Astoria, Oregon

Dear Sir:

This is to advise that Mr. Z. Tetlow has been employed by the Port as Wharfinger on Pier Three. It will be necessary for him to have access to the station and we will appreciate it if you will arrange to give him a permanent pass.

Very truly yours,
PORT OF ASTORIA,

By _____
Traffic Manager

JRB:wd

July 30, 1946

U. S. Naval Air Station,
Astoria, Oregon.

To: CNO (Op413)

Via: (1) CO NAS Astoria
(2) COMNAVAIRBASES 13TH NAVDIST
(3) COM 13TH NAVDIST
(4) BUAEK (SE-35)

Ref: (a) COMNAV 1tr. NAB/13/S67 Serial 3532 of 11 July 1946
(b) COMNAV C/L 58-46 dtd. 3 July 1946

Subj: Application for buildings, Airport facilities, Maintenance
Equipment and Radio Equipment for operation and maintenance
of the Astoria (Clatsop) Airport, located at NAS Astoria, Oregon.

The Port of Astoria, created by an Act of the Oregon State
Legislature in 1909 as a Municipal Corporation embracing all of
Clatsop County and Owners of the real property on which runways,
taxi-ways, etc. are located, hereby applies for the following
buildings, facilities and equipment at the NAS Astoria, Oregon.

BUILDINGS

Heating Plant Units (Complete)	Building No. 27-1
Old Hangar	" " 8
New Hangar	" " 4
Old Air Group Offices	" " 43
Parachute Building	" " 45
Control Tower	" " 9
Casualty Disbursing	" " 44
Senior Officers Quarters	" " D

11. Saw and jointer
 - 1 Sander
 - 1 Drill press, Elec. 12" #183165
 - 2 Compressors
 - 1 Saw, portable, Skillsaw Model 825
 - 1 Unit, cutting and welding with Equip. W-171 #CW-45759
 - 1 Forge, oil burning, Naulain Type A
 - 1 Pipe cutter 2 1/8 - 2" Cap.
 - 1 Drill Elec. 1/4" Chuck #24745
 - 1 Grinder, bench type 10" Ball Bearing #425982
 - 1 Anvil, 70 lb.
 - 1 Striping Machine
- Office equipment necessary for Airport Manager's office, Asst. Manager's office and public waiting room.
- 1 Hoist Chain, 1 ton
- 1 Lubricator, Bell crank, 2000 lb. pressure #11822-2504
- 1 Charger, battery, Full Wave
- 1 Vice, Bench type
- 1 Blow Torch
- 1 Electric Arc Welder, Marquette, Portable #1415248
- 1 Torch Oxy-Acetylene, Welding Hand #R41-T-3814
- 1 Iron Elec. Soldering type A radio
- 1 " " " Heavy Duty #41-1-685
- 2 Tool boxes with complete set of hand tools.

RADIO EQUIPMENT

<u>Item</u>	<u>Description</u>	<u>Qty.</u>	<u>Model</u>	<u>Serial No.</u>
75 thru 79	Transceiver	1	SCR-522-A	1359
227	Transceiver	1		519
89-90	Receiver & loudspeaker	1	RB L-3	204
93	Receiver	1	RDE-1	56
94	"	1	RDE-1	71
95	"	1	RDE-1	88
81	"	1	CR5	610
82-84	"	1	RAS-2	163
85-87	"	1	RAS-3	164
91-92	" (VHF)	1	RCO	409
100-102	Frequency Meter	1	LM-7	3075
110	Relay Amplifier COD	1	PSNY 125	3
111	Electronic Mixer	1	PSNY 128	3
103	Tower Control	1	PSNY 130	3
106	Crash Speaker	1	PSNY 131	3
105	Remote Panel	1	PSNY 132	3
	(Teletalk Removed)			

RADIO EQUIPMENT (Continued)

<u>Item</u>	<u>Description</u>	<u>Qty.</u>	<u>Model</u>	<u>Serial No.</u>
104	Control Tower Rack	1	PSNY 185	8
107	Limiting Amplifier	1	PSNY 1	8
108	" "	1	PSNY 1	9
112	Power Unit	1	PSNY 108	8
109	Cathode Follower	1	PSNY 106	None
98-99	Recorder	1	PE	063

The following equipment is located at the Range Station (Clatsop Spit) Navy owned and maintained by the WAA:

Localizer 1 YA-1 33
 (Speech Amplifier Serial #54 is installed in tower at Airport)

Remote Control Panel Serial #34 is installed in tower at Airport.

"Z" Marker 1 TZO 39
 Engine Generator (Emergency Power Unit) 10-84-12

Complete antenna systems at both the Tower and Range Site for receiving and transmitting at Range Site.

PORT OF ASTORIA
 R. E. Bartlett, Manager

 Manager

August 12, 1946

U. S. Naval Air Station
Astoria, Oregon

NA28/NI-9(AA)
10-nsb
Serial: 762

Attention: J. A. Sattler
Lieutenant, USN
Officer in Charge

Dear Sir:

I am enclosing herewith a return of map of U. S. Naval Air Station, Astoria, on which you have designated the new route for civilian automobiles entering the airport which also indicates parking area for civilian automobiles and parking of civilian aircraft and have so designated such information on the Port of Astoria copy of the Airport.

The marking that you suggested of the turn right and left and the parking area for civilian automobiles with signs directing such civilian traffic, I think should clarify the matter.

In further regard to our telephone conversation as regards requests made by Mr. Ed Parsons for buildings or facilities does not come from the Port of Astoria and such requests in my estimation from him or other private flyers should be disregarded as all such requests should come through authorized Port of Astoria representatives.

The Port of Astoria has its regular monthly meeting tomorrow evening, Tuesday, August 13th, and these matters will be taken up with the Board of Commissioners. I trust that this will clarify the matter of the entrance and the question of civilians and other flyers contacting and annoying your Commandant.

Very truly yours,
PORT OF ASTORIA,

By _____ Manager

August 15, 1946

U. S. Naval Station,
Astoria, Oregon.

Through the Commandant to Security Officer in Charge.

Sir:

Referring to our several conversations by phone and letter received by the Commandant of the U. S. Naval Station, Astoria, we have been endeavoring to secure Receiving Clerk and Watchmen for guarding property and storage of canned salmon in Sections 3 and 4 on Pier Three and in addition to requests I have made for passes for various people which have been more or less temporary, I am now requesting a pass for Mr. F.S.S. Hill who will be on the night shift as watchman from 12 o'clock midnight Sunday the 18th of August and trust that arrangements will be made for a passage at that time.

Thanking you sincerely for your favors and cooperation, we are,

Sincerely yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

October 28, 1946

Naval Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

This will confirm our verbal agreement whereby the Port of Astoria will, effective as of this date, assume responsibility for and pay for all electric current used at the Naval Air Station, Astoria, Oregon, other than that used in the barracks section of the station now occupied by Lease and Loglund.

It is our understanding that in consideration of the Port's agreement to furnish the electric current for the air field, the Navy will continue to pay for the water used on that part of the station which has been turned over to the Port of Astoria.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

November 6, 1946

U. S. Naval Station,
Tongue Point,
Astoria, Oregon.

Dear Sir:

In view of the acute housing shortage in this district and considering that some of the buildings previously occupied by the Navy at the Naval Station, Astoria, Oregon, and not now in use, we are hereby applying and requesting that the buildings known as BOQ No. 2, Barracks Building No. 2 and Barracks Building No. 3 and the mess hall be turned over to the Port of Astoria who will arrange for the subdivisions and housing facilities for personnel working in connection with the housing facilities at the Tongue Point Station and later for the Maritime Commission together with the heating plant which supplies these four buildings.

This is an urgent request on account of the acute shortage here in the housing accommodations who will not come to Astoria because they cannot get living quarters. We would appreciate your follow up on this request at the earliest possible date in order to relieve the situation here.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

December 18, 1946

Commanding Officer,
U. S. Naval Station,
Tongue Point,
Astoria, Oregon.

Sir:

In accordance with recent discussion with Navy representatives, your letter of November 1, 1946, relative to the return of the transit sheds on Piers One and Three of the Port Docks, was again considered by the Port Commissioners at their meeting December 17th.

I have been instructed by the Commissioners to advise you that the Port is ready at any time to accept the transit sheds with the understanding that there will be no reduction in the rentals paid by the Navy until such time as berthage space alongside the sheds is made available to the Port.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 8, 1946

Commandant,
Naval Air Station,
Astoria Clatsop Airport,
Astoria, Oregon.

Sir:

This is to advise that the following persons have requested a permit for ingress and egress to and from your main gate to the automobile parking area as designated and in accordance with the agreement now being consummated between the Navy and the Port of Astoria in the use of certain privileges at the NAS. This is to grant them privileges of using their automobiles to and from their planes that may be parked on the South half of the parking area.

L. E. Parsons
W. J. Gillis
L. C. Washburn
Irving Allen
S. W. Bailey
Fred Andrus
M. R. Chessman
Walter Mattila

S. W. Lovell
Joseph Anderson
W. F. McGregor
Edward W. Thompson
Mark J. Johnson
R. R. Bartlett

The last six names being Commissioners and connected with the Port of Astoria.

There will be other names forwarded to you as they make application, all in accordance with our recent agreement.

Very truly yours,
PORT OF ASTORIA,

RRB:wd

By

Manager

July 11, 1946

Commandant,
Naval Air Station,
Astoria Clatsop Airport,
Astoria, Oregon.

Sir:

This is to advise that the following persons have requested a permit for ingress and egress to and from your main gate to the automobile parking area as designated and in accordance with the agreement now being consummated between the Navy and the Port of Astoria in the use of certain privileges at the NAS. This is to grant them privileges of using their automobiles to and from their planes that may be parked on the South half of the parking area.

Pacific Power & Light Co.
Arthur Dempsey
Peter Buchan
Emil E. Elk
R. C. Browhill

There will be other names forwarded to you as they make application, all in accordance with our recent agreement.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

July 30, 1946

Commandant,
Naval Air Station,
Astoria Clatsop Airport,
Astoria, Oregon.

Sir:

This is to advise that the following persons have requested a permit for ingress and egress to and from your main gate to the automobile parking area as designated and in accordance with the agreement now being consummated between the Navy and the Port of Astoria in the use of certain privileges at the NAS. This is to grant them privileges of using their automobiles to and from their planes that may be parked on the South half of the parking area.

Rambeau Motors
Mr. W. E. Dickerson
Mr. H. W. Larson
Mr. Bob Larson
Mr. R. A. Smith
Mr. Earl Owen
Mr. A. M. Buell
Mr. Curt Uhl
Mr. Don Croker
Mrs. Don Croker
Mr. Irv. Rambeau
Mrs. Irv. Rambeau
Mr. Bob Lewis
Mr. Bill Rambeau
Mr. Don Rambeau
Mr. Bill Campbell
Mr. Harry Douglas

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

Sept. 12, 1946

Lt. J. A. Sattler,
Officer in Charge,
U.S. Naval Air Station,
Astoria, Oregon.

Sir:

This will confirm our conversation of yesterday, September 11th in which you were advised that the Port of Astoria Commissioners requested immediate use of the control tower building and that they had agreed to the indemnity clauses in the agreement which would have to be made with the Navy for its use.

Very truly yours,
PORT OF ASTORIA,

By
Traffic Manager

JRB:wā

December 12, 1946

Regional Office,
War Assets Administration,
1409 Second Avenue,
Seattle, Wash.

Gentlemen:

The Port of Astoria, owner of the original airport that has been under lease to the U. S. Navy for a dollar (\$1.00) per year for the last few years, has had the airport returned to them by the Navy for commercial and civilian flying and it is urgently requested that the radio range station now installed at Clatsop Spit which has been in use by the Navy during the war period and known as YAZ Radio Localizer, Identification Letters NKE and Conversion Kit be turned over to the Port of Astoria.

On account of frequent low ceilings and short visibility, this station is imperative for the safety of pilots in approaching landing strips. The West Coast Airlines, who has a scheduled route approved by the CAB including Astoria as a stop, consider it absolutely necessary for safe operation as well as other local flyers and charter flights.

The Port of Astoria, by resolution passed by its Board of Commissioners, has agreed to pay the power and maintenance cost of the operation of this range station.

I have received from T. P. Wright, Administrator of Civil Aeronautics, the following telegram:

"RUTEL DECEMBER 5 RE NAVY LOCALIZER NOW
INSTALLED TO SERVE PORT OF ASTORIA. PLEASED
TO ADVISE THAT DECISION MADE THAT CAA WILL
NOT DISMANTLE AND WILL ARRANGE TO TURN THE
FACILITY OVER TO WAR ASSETS ADMINISTRATION
WHICH WILL PERMIT YOUR CITY TO ARRANGE TO
PROCURE IT FROM THAT AGENCY. SUBSEQUENT
OPERATION AND MAINTENANCE OF THIS FACILITY
SHOULD BE ARRANGED BY YOUR MUNICIPALITY SINCE
CAA DOES NOT PROPOSE TO ASUME SAME"
WRIGHT ADMINISTRATION OF CIVIL AERONAUTICS.

12-12-46

This is a very urgent matter in this community and we trust that you will see your way clear to act favorably on this request.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

R.R.D.wd

September 3, 1946

Waterfront Employers of Portland,
Railway Exchange Building
Portland 4, Oregon

Attention: Russell E. Ferguson,
Secretary and Manager

Gentlemen:

This is to inform you that
Mr. V. F. Stewart has not been with the
Port of Astoria for the past four years.
Hereafter, please address all **communications**
to:

Port of Astoria
Astoria, Oregon.

Very truly yours,
PORT OF ASTORIA,

November 13, 1946

Russell E. Ferguson,
Secretary and Manager,
Waterfront Employees of Portland,
Railway Exchange Building,
Portland 4, Oregon.

Dear Mr. Ferguson:

The Commissioners of the Port of Astoria
have approved of making arrangements with your office
for handling our longshore payroll beginning January
1, 1947.

If there are any forms to be signed by Port
officers in this connection, please forward them to us
and we will complete and return them as soon as possible.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd

August 7, 1946

West Coast Airlines Inc.
417 University Street
Seattle 1, Wash.

Attention: Mr. E. B. Code, Ass't. Operations Manager

Dear Sir:

This will acknowledge receipt of your letter dated August 5, 1946 and to advise that the Commissioners of the Port of Astoria will meet on the evening of August 13th and will consider the proposition. A tentative list of charges etc. will be presented to them and we will advise you as soon after their consideration as possible.

We appreciate your inquiry and are very much interested in your proposed itinerary of the Douglas DC-3 aircraft that will make Astoria one of their stopping points.

I will be glad to advise you as soon as possible.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

August 13, 1946

West Coast Airlines Inc.,
417 University Street,
Seattle 1, Washington

Attention: Mr. E. B. Code, Ass't. Operations Mgr.

Dear Mr. Code:

This will acknowledge again receipt of your letter dated August 5, 1946 to which I replied tentatively on August 7th.

Your letter was read before the Board of Commissioners of the Port of Astoria in regard to the feeder line with stops at the Astoria Airport as indicated in your schedule.

The Commissioners of the Port instructed me to advise you that they would prefer to have you contact them for the negotiation for privileges asked for in connection with this operation inasmuch as they are not particularly familiar with the arrangements that you are making with the other stop points.

I may also add that as yet we have not acquired the control tower building in which you asked for office space and waiting room space. The application for this building together with other facilities and equipment have been filed with the Thirteenth Naval District for two weeks and such facilities and equipment have been approved by the CAA but until the Airport is declared surplus, we would have to indemnify the Navy against loss or damage on any and all buildings and equipment that we wanted to take over during the interim period. I was authorized at the meeting last night to insure the control tower in order to save the Port of Astoria from loss in case of fire or other damage to the building which I will arrange for within the next few days. It is indicated that the Airport will be declared surplus on or about the first of October 1946 in which case certain buildings, equipment and facilities will revert to the Port of Astoria without such indemnity clause in the permit. It is my understanding that you propose operations beginning about the middle of October. In such case probably all of this matter will be ironed out and settled with the Navy but in the meantime we will protect ourselves insofar as the control tower building is concerned so that you will not be delayed or hampered in the beginning of operations.

West Coast Airlines Inc.,
Page - 2 -

8-15-46

We are very anxious to cooperate with you and secure this service for the Astoria Community and trust that you will be able to have some representative contact us in regard to an agreement for the use of the Astoria Clatsop Airport and we will be glad to meet with you at any time on a days notice.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

October 9, 1946

West Coast Airlines, Inc.,
417 University Street,
Seattle 1, Washington.

Attention: Mr. E. B. Code

Dear Sir:

The lease on the room in the control tower and the agreement for landing privileges in Astoria which were discussed by the Port Commission last week have been signed for the Port and two copies of each are enclosed for execution by your company.

The form used is the same as the ones you mailed to us recently except that the liability clause has been included in both the lease and the agreement. The length of time that the agreement is to be in effect has been changed from three years to one year as all of the commissioners understood that that would be the term.

We trust that you will find these in order and when they have been signed for your company and the acknowledgments added, one copy of each should be returned for our file.

We were advised today by the Officer in Charge of the local airfield that permission had been received for the use of the control tower so we believe that everything is in order for your operations to start in Astoria any time you are ready.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

December 12, 1946

West Coast Airlines,
P. O. Box 516,
Georgetown Station,
Seattle, 8, Washington.

Attention: Mr. E. B. Code

Dear Mr. Code:

I am enclosing herewith a copy of a
letter written today to the War Assets Administration
in regard to the Range Station on Clatsop Spit, for
the Astoria Airport.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd
enc.

July 3, 1946

West Side National Bank,
Yakima, Washington.

Gentlemen:

We are enclosing a check for \$210.00
in payment of Port of Astoria coupons which were
mailed by you to the Treasurer of the City of
Astoria for payment.

For your information, we wish to advise
that the Port of Astoria is administered separately
from the City of Astoria and coupons from Port
bonds should be sent to the Office of the Treasurer
of the Port of Astoria and not to the City Treasurer
for payment.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

July 15, 1946

Woodbury & Co.,
133 S. W. Second Ave.,
Portland 4, Oregon.

Gentlemen:

We are enclosing a Purchase Order
for 1000 filter pads for No. 80 Cesco
Respirators.

We are entirely out of these filters
and if you are not able to ship the entire
order at once, please send us as many as you
can immediately and enter a back order for
your balance.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

December 30, 1946

World Ports,
418 So. Market Street,
Chicago 7, Illinois.

Attention: Mr. P. A. Amundsen

Dear Mr. Amundsen:

I have advised you previously that the Port of Astoria Terminals were confiscated four years ago by the U. S. Navy and their lease included maintenance of the Port of Astoria Terminals therefore we have had in the past no engineering or maintenance work to do and we have no list of consulting engineers and constructing firms for the last eighteen months, in accordance with your letter of December 23, 1946. This also explains our inability to give you any information on the questionnaire received in the same mail. We anticipate within the next few months that our terminals will be returned to us and at that time will be glad to cooperate with you on information in accordance with your questionnaire but in the meantime, please understand that we have not been active in maintenance, buildings, trackage or improvements of any kind during the war years at our terminals.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

